

AUTOSPORT

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BRITAIN'S MOTOR SPORTING WEEKLY



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VICTORY IN LEINSTER TROPHY : AUSTIN A40 SPORTS ROAD TEST : TOMORROW'S BRITISH GRAND PRIX

JOHN BOLSTER • H. A. O'BRIEN • C. P. TOOLEY

*Following its great success
in the Rheims Grand Prix . . .*

JAGUAR

WINS

JERSEY

International Road Race

*Congratulations to Mr. Ian Stewart who
drove the winning Jaguar at an average
speed of 87.82 m.p.h. and put up the
fastest lap of the day at 90.28 m.p.h.*

(Subject to official confirmation)



Jersey International Road Race

JULY 10

1ST

and winner of over 2,500 c.c. class

Ian STEWART

Driving a Jaguar 87.82 m.p.h.

UP TO 1,500 c.c. CLASS

1st	J. C. C. MAYERS	<i>Lester M.G.</i>	<i>78.62 m.p.h.</i>
2nd	P. W. C. GRIFFITH	<i>Lester M.G.</i>	<i>78.54 m.p.h.</i>
3rd	F. C. DAVIS	<i>Cooper M.G.</i>	<i>78.52 m.p.h.</i>

(subject to official confirmation)



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FERODO WIN AGAIN!

JERSEY, INTERNATIONAL ROAD RACE

1st. IAN STEWART (JAGUAR XK 120c)

87.82 M.P.H.

AND WINNER OF OVER 2,500 c.c. CLASS

2nd. KEN WHARTON (FRAZER - NASH)

UP TO 1,500 c.c. CLASS

1st J. C. C. MAYERS
(LESTER-M.G.)

2nd P. W. C. GRIFFITH
(LESTER-M.G.)

OVER 1,500 c.c. CLASS

1st KEN WHARTON
(FRAZER-NASH)

2nd R. F. SALVADORI
(FRAZER-NASH)

3rd R. W. JACOBS
(FRAZER-NASH)

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 3

July 18, 1952

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EDITORIAL

FOR the second time this year the spotlight of the motor-racing world will be turned on Silverstone. The occasion is the R.A.C. British Grand Prix, organized by the B.R.D.C., and sponsored by the *Daily Express*. This World's Championship event has attracted the fastest Formula 2 cars and drivers in the world, and will undoubtedly result in a tremendous battle to be first past the chequered flag.

H.W.M. will be on their mettle to repeat their International *Daily Express* Trophy victory last May, but on this occasion John Heath's cars will have to face the full might of Scuderia Ferrari and *Équipe Gordini*, the two foremost marques in 1952 Grand Prix racing. Silverstone may, however, equalize things considerably, and all who were at the circuit on 10th May may remember the driving of Mike Hawthorn (Cooper-Bristol). Since then, Hawthorn has had Continental experience and has benefited accordingly.

The wearers of British racing green will not let the public down, and all look to Moss, Macklin, Collins, Parnell, Hawthorn, Wharton, Brown and Co. to stave off the challenge of the red cars of Italy, and the blue cars of France.

The *Formule Libre* race will see B.R.M. attempt to prove once more that the supercharged, 1½-litre cars are amongst the fastest of post-war racing machines. Given a dry day, it is to be hoped that either Froilan Gonzalez or Ken Wharton (or both) will show the willing-to-be-convinced public that the Bourne cars are, at least, raceworthy propositions. The disasters of Albi and Dundrod must not be repeated, and B.R.M. must go into this 100 miles race with the preparation and will to win of the great G.P. teams. No opportunity must be given for "cracks" about "no spanners for the job", and all the other comments which were given such wide publicity during the North of Ireland race. It is gratifying to realize that B.R.M. did accept the challenge that they might not be prepared to enter an event which cannot be anything else other than a supplementary race to the Grand Prix itself. The entry does, in fact, show a certain amount of confidence in the cars, which will be reflected in another chance to make good, should the machines acquit themselves well in the third attempt to attain a victory in 1952.

* * *

ON all but the most widely sought vehicles, the two years' covenant has been swept away, and the speedy return to a buyers' market makes it almost certain that any form of covenant will shortly be totally unnecessary. Let us hope that the Government will also act, and that the terrible burden of purchase and petrol taxes will be examined—taxes which threaten one of the greatest of our industries.

OUR COVER PICTURE

TEN MINUTES TO GO! Formula 2 cars being assembled on the starting line at Silverstone—a scene which will be re-enacted tomorrow for the important British Grand Prix, which has attracted the most representative entry so far in this type of racing.



WATCHER COBBERS: (l. to r.) David Dyring, Brian Salter, John Wotherpoon and (on running board) Bob Lemke, four Australians who have covered many thousands of miles in the U.K. and on the Continent with an ex-London taxicab, bought for £60. They take in most of the major races, and are seen here sightseeing in Cologne after the Eifelrennen.

RUMINATING ON ROUEN

AN error in the Press hand-out was responsible for crediting Farina with the fastest (and record lap) for the Essarts Circuit during the Grand Prix de l'A.C.F. on 6th July. In actual fact, the record lap was put up by Ascari (Ferrari) with 2 mins. 17.6 secs. (133.721 k.p.h.). Fastest lap by a British driver was accomplished by Peter Collins (H.W.M.) with 2 mins. 26.9 secs. (124.982 k.p.h.), which is exceedingly good going for a car which is known to give at least 30 b.h.p. away to the Ferrari. Best of the 2-litre Gordini drivers was Behra, with 2 mins. 21 secs. (130.212 k.p.h.), 1.3 secs. faster than his team-mate, Bira.

Ascari's victory (eight points for a win, and one for fastest lap) consolidated his lead in the 1952 World's Championship, and, prior to the British G.P. at Silverstone tomorrow, the positions are as follows:—

	Pts.
1. Alberto Ascari (Ferrari)	18
2. Piero Taruffi (Ferrari)	13
3. Giuseppe Farina (Ferrari)	12
4. Troy Ruttman (Agajanian Spl.)*	8
5. Robert Manzon (Gordini)	7
6. Rudi Fischer (Ferrari)	
Jim Rathman (Grancor-Wynn)*	6
8. Jean Behra (Gordini)	4
Sam Hanks (Bardahl)*	4
10. Ken Wharton (Frazer-Nash)	3

*U.S.A.

For the record here are the fastest laps obtained by each driver at Rouen on the 5.100 kms. circuit:—

	mins.	secs.	k.p.h.
Ascari (Ferrari)	2	17.3	133.721
Farina (Ferrari)	2	17.9	133.139
Taruffi (Ferrari)	2	19.3	131.801
Behra (Gordini)	2	21.0	130.212
Bira (Gordini)	2	22.3	129.023
Manzon (Gordini)	2	22.7	128.661
Trintignant (1½ Gordini)	2	26.2	125.581
Etancelin (Maserati "6")	2	26.7	123.153
Collins (H.W.M.)	2	26.9	124.982
Macklin (H.W.M.)	2	27.5	124.474
Hawthorn (Cooper-Bristol)	2	27.9	124.137
Giraud-Cabantous (H.W.M.)	2	28.9	123.304
de Graffenried (Maserati-Platé)	2	29.4	122.973
Whitehead (Alfa)	2	29.6	122.727
Fischer (Ferrari)	2	30.8	121.750
Rosier (Ferrari)	2	31.4	121.268
Schell (Maserati-Platé)	2	35.1	118.375
Claes (1½ Gordini)	2	35.6	117.994
Comotti (Ferrari)	2	36.7	117.166

ELECTRICS, PLUGS, BRAKES: A Le Mans flashback at Gruber's, featuring (l. to r.) Haynes of Lucas, Irving of Champions, and Mintex men Aston and Clegg.



SPORTS-NEWS

RUDOLF CARACCIOLA

THE injuries sustained by Rudi Caracciola when he crashed in his Mercedes-Benz at Berne are not so serious as was at first believed. He is convalescing rapidly, and fully expects to be fit to drive a 300 SL Mercedes-Benz in the "Grosser Jubiläumpreis vom Nürburgring" on 3rd August, which precedes the German Grand Prix. The other three Merca. will be driven by Karl Kling, Hermann Lang and Fritz Riess.

VILLA REAL

THE 13th International Race (sports-cars) of Villa Real, Portugal, on 6th July was won by the Portuguese driver Oliveira in a Ferrari at 111 k.p.h. Mascarenhas (Ferrari) and Biondetti (Ferrari) were second and third.

KEN CARTER

POPULAR Formula 3 driver, and Secretary of the Half-Litre Club, Ken Carter, who was recently injured during a demonstration run at Crystal Palace, is progressing favourably. Ken is, at present, in Sidcup Cottage Hospital.

FRANCO CORTESE (Frazer-Nash) won the 2-litre class and finished second in general order to G. Cabianca's 1,100 c.c. Osca in the recent national race for sports-cars at Caserta, Italy.

THE German driver Paul Greifzu, winner of last year's Formula 2 Avus G.P. with a BMW, died following an accident in a recent meeting at Dessau.

INTERNATIONAL "SHELSLEY"
SATURDAY, 30th August, is the date for the Midland A.C.'s International Speed Hill-Climb, one of the R.A.C.'s 1952 Hill-Climb Championship events.

Eligible to compete are racing-cars up to 500 c.c., and racing- and production-cars from 501-1,100 c.c., 1,101-1,500 c.c., 1,501-3,000 c.c. and over 3,000 c.c. Production-cars will be accepted provided they comply with the 1952 Le Mans race regulations. The Awards list contains a fine array of trophies and cash prizes and the entry list, restricted to 80 cars in all, is now open. Supplementary regulations (two sets, racing- and production-cars) and entry forms can be obtained from the Secretary of the Meeting, Midland A.C., 87 Edmund Street, Birmingham, 3. (Tel.: Colmore 4615.) Entries close on Friday, 8th August.

WAKEFIELD TROPHY— 6th SEPTEMBER

REGULATIONS are now available for the International Wakefield Trophy race on the "big" circuit, Curragh, organized by the I.M.R.C. Total distance is 30 laps of the 4.9-mile circuit (about 148 miles), and the event will be run on a handicap basis, but will include a scratch race with awards for fastest finishers, and for drivers of the fastest under 2-litre and 1½-litre cars.

Entries close at 6 p.m. on 18th August. Entry fee is £10 per car, and competitors will be limited to 45. Details from I.M.R.C., 37 Exchequer Street, Dublin.

THE 20th "T.T."

THIS year's Tourist Trophy race, the 20th of the series which began in 1905, will take place at Dundrod on 13th September. Organization of the race this year is to be in the hands of the Ulster A.C., under powers delegated by the Royal Automobile Club. A sports-car race, as before, the 1952 T.T. will be run on a handicap basis, according to engine capacity, on the credit lap system. Total distance for the biggest cars will be 68 laps of the Dundrod circuit—approximately 504 miles; duration about six hours.

Regulations are being framed in order that cars which have taken part to date in the classic sports-car races of 1952, viz., the Mille Miglia, the Monaco G.P. and the Le Mans 24 Hours Race, will be eligible.

Entries from private owners will be limited to those cars which rank



NEW FORMULA 2 CAR: The Lancia-Nardi will shortly be seen in G.P. events. It has a 2-litre, narrow V-6 Aurelia engine, rear-mounted in an ultra-lightweight frame constructed by Nardi-Danese. Suspension units, wheels and brakes are of Aurelia origin; the outside-mounted front brake drums are a prominent feature.

as production sports-cars and by a definition recently agreed between the S.M.M.T. and the R.A.C.

Entries from manufacturers only may include prototype vehicles, under the definitions known by them as applied to the Monaco or Le Mans races.

Certain limited "mods" from standard specifications will be permitted, but supercharged cars are not eligible. Fuel of approximately 80 octane will be supplied.

RENAULT'S 95 MILES IN THE HOUR

AT Montlhéry, last week-end, J. E. Vernet in the 750 c.c. Renault "1064", with streamlined two-seater body, covered 152.309 kilometres (95 miles) in one hour, with a fastest lap at 156.014 k.p.h.

CRIMOND—9th AUGUST

THE closed invitation meeting at Crimond, organized by the Aberdeen and District M.C., Ltd., will take place on 9th August and not 16th August as originally announced.

At the last meeting, competitors were given a travelling allowance of 4½d. per mile (racing-cars) and 2½d. per mile (sports-cars), and all prize money was doubled. For the 9th August meeting, the Aberdonians have offered considerable prize money (unsponsored) and have promised travelling expenses should the meeting be another successful one.

The following events will be staged: Sports-cars, 10-lap race (unlimited c.c.), five-lap race for 750 S and 1,300 c.c. U/s, 1,301 S

and 1,600 U/s and 1,601 S and 2,500 U/s; 20-lap Formula 3 race (£50 1st prize), and *Formule Libre* race (£100, 1st prize). The 500 c.c. event will count for the following marks in the AUTOSPORT £200 Championship—1st, 7; 2nd, 5; 3rd, 3; 4th, 2; 5th, 1. There will also be the usual bonus marks for record and/or fastest lap.

Entries close on 31st July, and at double-fees, on 4th August.

BANK HOLIDAY BOREHAM

THE *Daily Mail*-sponsored race meeting of the West Essex C.C. on Saturday, 2nd August, will comprise three events.

First race of the day, at 11.30 a.m., is the 10-lap International Formula 3 event. The 34-lap 100-mile race for Le Mans-type sports-cars begins at 12.30 p.m. and at 3 p.m. the International *Daily Mail* Trophy race takes place. This event is for Formula 1 and Formula 2 cars, running concurrently, over 67 laps of the Boreham three-mile circuit; a total distance of 201 miles.

Entries already include two B.R.M.s (Gonzalez and Wharton), Villorosi (Ferrari), Rosier (Ferrari), de Graffenried (Maserati-Platé), Crespo (Talbot), Schell, Levegh, Etancelin, Cabantous and Chaboud.

All communications regarding this race meeting should be addressed to the Secretary of the Meeting, G. E. Matthews, of 48 Gaynes Hill Road, Woodford Bridge, Essex. (Tel.: Buckhurst 7000 or Little Waltham 281); entries to reach him by 21st July.



ROAD TEST

THE AUSTIN

A Lively Convertible Maximum and High

(Left and right) There is a definite Continental influence in the trim body-styling of the Austin A40 Sports. Front-end treatment is unusual, but similar to that adopted on the Jensen "Interceptor".

THE success of the four-seater sports-convertible A40 Austin is proof that there is a considerable market for modern versions of the small capacity two/four-seaters which had such a vogue in the late 1920s and early 1930s. Realizing that the A40 saloon was an above-average performer in the under 1½-litre category, the Austin Motor Co., Ltd., wisely decided to produce a high-performance car built to conform to present ideas of an open/closed vehicle.

Longbridge designers did not make the same mistake that others have made. Instead of attempting to utilize the body-pressings of the existing saloon, a completely new body-styling was prepared by Jenssens, which at once struck a happy medium between the out-and-out sporting vehicle, and what used to be referred to as a sports-tourer.

The aim was to produce a comfortable convertible, which would not only have a cruising speed in excess of the A40 saloon's maximum, and much superior acceleration, but would perform effortlessly and with the minimum possible fuel consumption. During the course of a road test covering nearly 1,500 miles, AUTOSPORT fully agrees that Austins have accomplished exactly what they set out to do.

The provision of a twin-carburettor SU lay-out, special cylinder-head incorporating larger inlet valves and ports, and certain internal modifications, have resulted in a greatly increased power-output from the o.h.v., four-cylinder, 1.2-litre engine. Actual bench figures for the engine are 50 b.h.p. at 4,800 r.p.m.

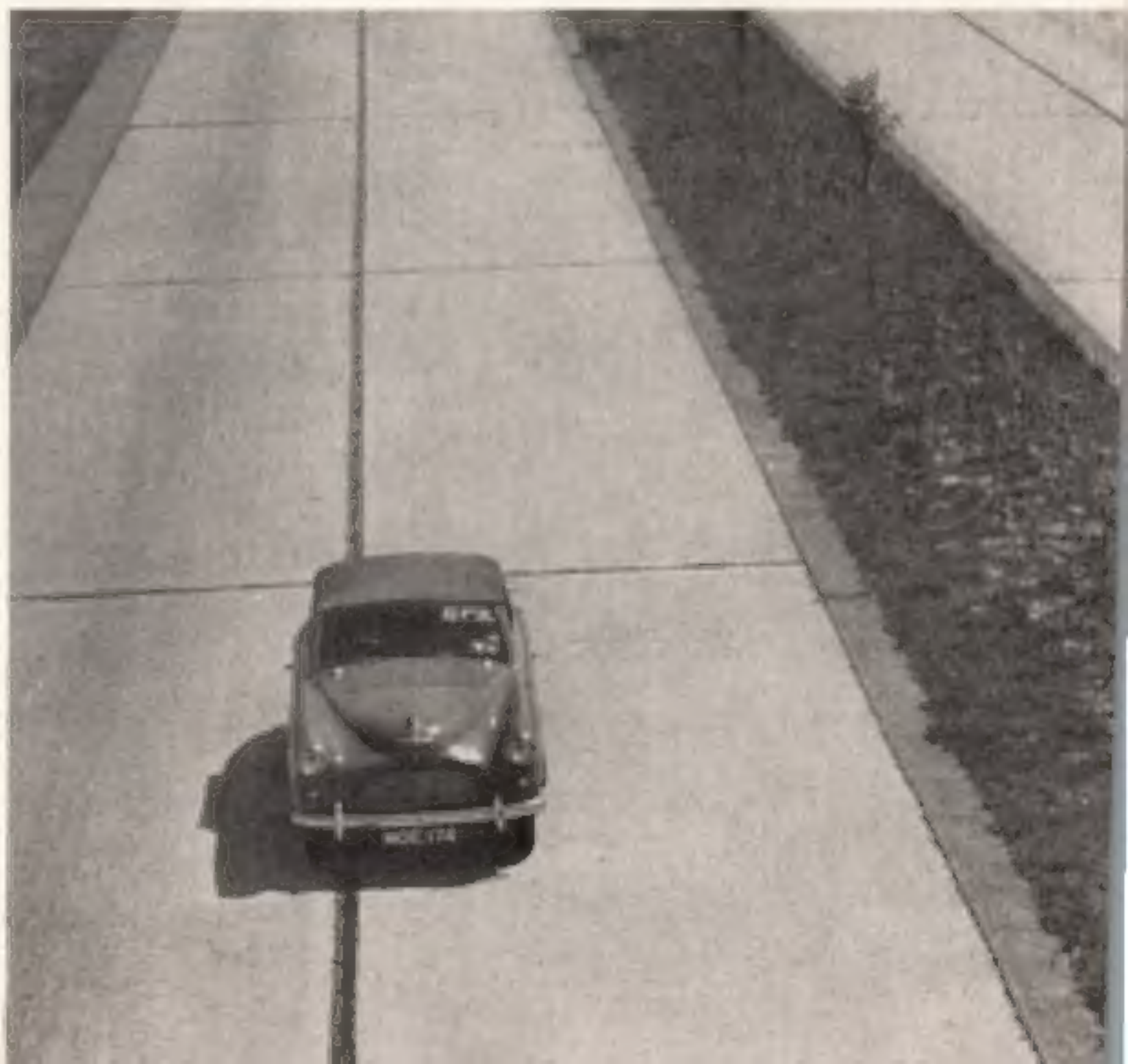
One of the most outstanding features of this lively unit is its

exceptional smoothness at all speeds. Until valve-bounce intervenes at well over the maximum speed, there is not the slightest trace of vibration or any roughness whatsoever. This would seem to indicate that a great deal of work has been put into the balancing of the crankshaft, and ensuring freedom from excessive movement in the valve rockers—often the cause of much mechanical clatter in small capacity o.h.v. units.

Apart from the fuel-pump, which is awkwardly positioned owing to the inclined carburetters and their attendant air-cleaners, accessibility of all engine components is admirable. Even sparking-plugs can be removed without the aid of a box-spanner or socket-wrench, which is

rather unusual these days. A point that the manufacturers could note, however, is that the height of opening for the alligator-type bonnet could well be extended. On several occasions heads made violent contact with a particularly lethal portion of the bonnet top!

Steering and road-holding are beyond criticism, and there is no evidence of excessive over- or under-steer characteristics. There is, however, a slight amount of judder apparent at over 75 m.p.h., which does not, however, affect directional stability in any way. The suspension is very good indeed, and Belgian *pavé* can be traversed at speeds which would have been impossible on the older, non-i.f.s. Austins. A slight rolling is apparent



The A40 Austin Sports, travelling at about 80 m.p.h. on the famous "Goldie Gardner" stretch of the Jabbeke-Aeltre motor-road, near Ostend.

A40 SPORTS

able with an 80 m.p.h.
Average Speed Potentialities



when cornering very fast, but there is no tendency to heel over, or feel anything to suggest that the car has any "tricks".

The Girling brakes are powerful and free from any signs of fade. They required only slight adjustment after over 1,000 miles of really hard motoring, and it was unnecessary to top up the level of the hydraulic fluid.

Weather-protection is first-rate, and raising or lowering the well-fitting hood is a one-man job, occupying, at the most, a couple of minutes. The hood itself stows completely out of sight behind the rear-seat squab, and a tonneau cover is also provided.

The makers have given a good deal of thought to luggage accommodation, and the rear locker, which also contains the spare wheel, can house a surprisingly large amount of baggage, a feature not always to be found on small capacity sports-cars!

Maximum speed is a genuine "80". In one direction over a flying quarter-mile, 82.1 m.p.h. was obtained, and in the other, 78.3 m.p.h.—giving a mean average speed of just over 80 m.p.h. The

car can be cruised indefinitely at 70 m.p.h., and we must admit to holding 80 m.p.h. on the speedometer for over 10 miles on the Ghent-Ostend motor-road, better known as the Jabbeke-Aeltre Autostrasse.

Acceleration is good, and the steering column gear change possesses none of the indefiniteness

found sometimes on this type of control. A lighter flywheel would, however, enable much quicker changes to be accomplished, but as the A40 sports is obviously not intended as a true competition car, this is merely a quibble.

We do feel, though, that the choice of gear ratios could be improved. In our opinion, third gear is rather on the low side, and is apt to lead to over-revving when attempting to keep up high average speeds in hilly regions. The same thing is apparent on "third gear" corners, when a closer ratio between top and third would be far more advantageous.

Nevertheless, the Austin has a remarkably good capacity for maintaining useful average speeds, and is, in addition, far less tiring to drive over long distances than many cars having engines of more than double the size.

A strong argument for the immediate introduction of higher-octane fuels is contained in the petrol consumption figures recorded with the Austin. On pool, a steady 40 m.p.h. cruising gait resulted in 8.8 miles being covered on a measured quart. On return to this country,

the same test was carried out with a measured quart of Belgian Esso "Super" (about 78 octane). The same stretch of road was used, and exactly 10.4 miles were covered before the test tank emptied. Thus 6.4 m.p.g. more was attained with "Super" than with the lower octane pool. Overall fuel consumption, including speed and acceleration tests and mainly Continental motoring, worked out at 29.5 m.p.g., a figure which no doubt would have been bettered if "Super" had been used throughout.

As regards technical specification, the chassis is practically identical to that of the "Somerset" saloon—the current A40 model, with modifications to give the additional strength and rigidity in keeping with a more sporting performance. The frame is of welded pressed steel, with box-section side members and front and rear cross-members. To give added torsional and diagonal strength, the entire centre portion is stiffened by cross-bracing and completely boxed in.

Independent front suspension is supplied by vertical helical springs, and wishbones mounted on Metalastik rubber bushes, controlled by Girling double-acting, hydraulic dampers. At the rear, long semi-elliptic springs are underslung and mounted on rubber bushes. The dampers are interconnected by an anti-roll torsion bar.

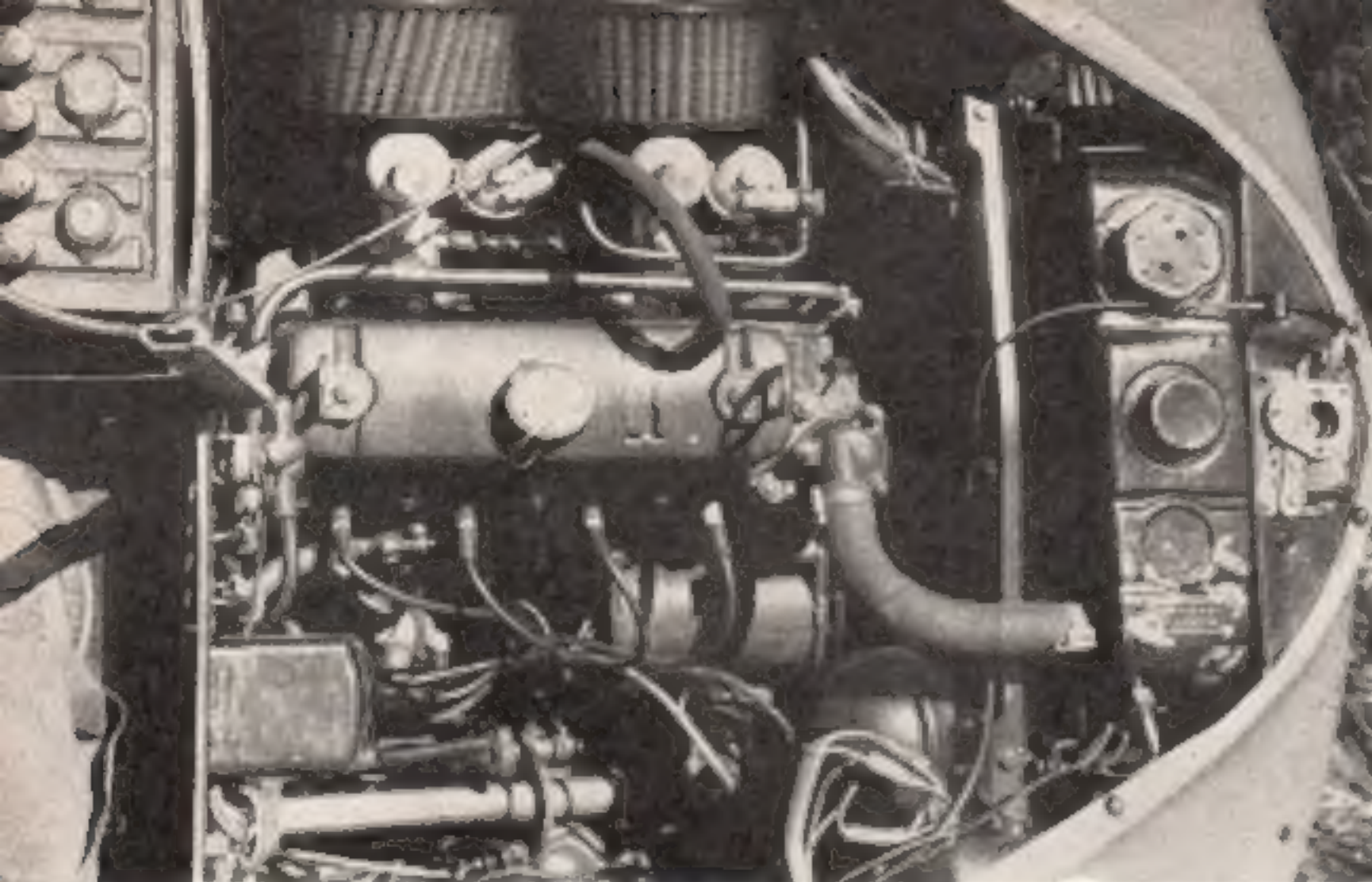
Steering is via a cam-type gearbox and twin, ball-jointed track-rods are carried well in front of the chassis cross-member. Ratio of the gearbox is 14 to 1.

Instruments are well laid out, a large dial speedometer being flanked by oil pressure, ammeter, fuel and water-temperature gauges. The last-named is calibrated up to 212 deg. F, the highest reading obtained being 168 deg. F, whilst climbing in the Eifel mountains. Normally, the engine appears to run at 162-164 deg. F.

The headlights are fairly powerful, and are provided with the modern, double-filament "dipping" bulbs. Visibility is, on the whole, excellent, although the nearside windscreen pillar offers something of a blind-spot. With hood raised, there is plenty of headroom, even for occupants of six feet and over. A low rear seating position is assisted by the provision of deep wells in the floor.

One feature, which rarely receives honourable mention in road test reports, is the ease with which the

Lay-out of the main engine components is seen in this view. The two S.U. carburettors each have separate Vokes oil-wetted air-cleaners.



The Austin A40 Sports—continued
car can be cleaned. The absence of any awkward depressions or protuberances in the smoothly contoured body makes the operation extremely simple.

Summing up, the A40 Sports is an excellent buy for people who like their pleasurable motoring in a car which possesses practical advantages for everyday use, and yet has a performance closely allied to that of a pukka sporting machine. The term "sports" is, we feel, a misnomer. It is indeed a great pity that British manufacturers cannot coin a phrase

similar to the "Gran Turismo" adopted by Italian makers, to distinguish their products from the normal production "tourers", and out-and-out sports-cars!

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Austin A40 sports 4-seater, price £586 (plus £347 1s. 1d. P.T.).

Engine: Four-cylinders, 65.48 mm. x 89 mm. (1,200 c.c.). Pushrod-operated overhead valves, 50 b.h.p. at 4,800 r.p.m., 7.2 to 1 compression ratio. Twin S.U. carburettors. A.C. mechanical fuel pump. Lucas coil and distributor.

Transmission: Borg and Beck 7½ ins. clutch, 4-speed Austin gearbox with steering column control; ratios 5.14, 7.89, 12.52 (synchromesh) and 20 to 1. Hardy-Spicer open propeller shaft, spiral-bevel rear axle.

Chassis: Welded pressed steel frame with full-length, box-section side members; front and rear box-section cross-members, and cross-bracing in centre. Helical springs and wishbones front suspension (independent). Semi-elliptic rear (underslung). Double-acting hydraulic dampers. Girling hydraulic brakes with 2LS front. Ventilated disc wheels with 5.25 x 16 ins. Dunlop tyres.

Equipment: Lucas 12-volt lighting and starting. Built-in heater and demister. 8½-gallon rear petrol tank with anti-theft cap. Oil pressure, fuel, water-temperature and ammeter gauges. Combined speedometer and trip-recorder.

Dimensions: Overall length, 13 ft. 3½ ins.; width, 5 ft. 1 in.; Height (hood raised), 4 ft. 9 ins.; Wheelbase, 7 ft. 8½ ins.; Track (front), 4 ft. 0½ in. (rear) 4 ft. 1½ ins.; Ground clearance, 7½ ins.; Turning circle, 37 ft. 6 ins.; Weight (dry), 19 cwt. 18 lb. (as tested) 22 cwt. 11 lb.

Performance: Maximum speed, 80.2 m.p.h. Speeds in gears, 3rd 53 m.p.h., 2nd 37 m.p.h. Standing quarter-mile, 22.8 secs., 0-50 m.p.h. 16 secs., 0-60 m.p.h. 23.8 secs.

Fuel Consumption: Steady 40 m.p.h. 41.6 m.p.g. (Esso "super"—see text), over-all (driven hard), 29.5 m.p.g.

SUNTER'S DAY AT REDCAR

XK 120 Jaguar Breaks Kilo Record by over 11 m.p.h.

ONLY five out of the 16 events at the Redcar Sand Races last Saturday were for cars, but these were well worth watching and the organizers, the Middlesbrough and District M.C., might have arranged a more interesting meeting had they increased this number by doing away with a few of the rather dull, one-mile motor-cycle sprints.

The star of the day, without any doubt, was T. Sunter with an XK 120 Jaguar which had just been returned to him following "Stage 3" works tuning. Last year with this car he established a club record for the Flying Kilometre of 106.52 m.p.h. and on Saturday broke this at 117.73 m.p.h. No other car came anywhere near the Jaguar's speed, R. P. Scott's 4½-litre Lagonda being a poor second at 74.75 and the remarkably slow 1,100 c.c. Cooper-J.A.P. of T. Johnson third at 66.5 m.p.h.

Later in the afternoon some first-class handicapping on the part of Mr. L. H. Lumby resulted in a fine 20 mile race for cars up to 1,500 c.c. supercharged and 4,500 c.c. U/s. A grand tussle for first place developed between Sunter in the XK 120 and F. Harrison in his F.H.N. Special. The latter car, which

won the duel, is basically a Marshall blown Ford 10 h.p. engine fitted into an old chain drive G.N. chassis. This machine, excellently handled, gained the lead after five laps at which point the XK (limit car) was fourth. Sunter, incidentally, did the first lap of two miles at 81 m.p.h. from a standing start; not bad going through soft sand and pools of sea water. Harrison, by lapping at an average of 62.23 m.p.h., just stayed ahead of the rapidly approaching Sunter who had reached second place at the end of seven laps and was averaging 71.79 m.p.h. Third place was taken by H. Edwards in a smart looking TB M.G. which went rapidly enough along the straight, but crawled round the bends. Presumably this was done to prevent sand and salt water being thrown up into the engine—a sensible idea, but hardly racing.

The second sports-car handicap event, of five laps for similar cars, was an easy win for Sunter, again limit man, with a speed of 73.26 m.p.h. Second was Edward's M.G. and third C. K. W. Schellenberg in a rather unusual looking 1,087 c.c. four-carburettor Brooklands Riley.

Each event had to begin exactly to time to prevent the tide encroaching on the track before the end of the meeting. This resulted in the first car race, a one-mile event for cars up to 850 c.c. blown and 1,500 c.c. unblown, being a family affair. R. V. Russell in a Jupiter beat his brother in a saloon Javelin by 7 secs. these being the only two cars to start, the other entrants either having not turned up or not having their cars ready to race.

JOHN LISLE

RESULTS

(Car Events)

Event 1 (Cars up to 850 c.c. S and 1,500 c.c. U/s, 1 mile): 1, R. V. Russell (Jupiter), 1 min. 4 secs.; 2, D. Russell (Javelin), 1 min. 11 secs.

Event 2 (Cars up to 1,500 c.c. S and 2,500 c.c. U/s, 1 mile): 1, F. Harrison (F.H.N. Special), 51.6 secs.; 2, E. Reynolds (M.G.); 3, C. K. W. Schellenberg (Riley).

Event 3 (Attempt at Flying Kilometre Record): T. Sunter (Jaguar XK 120), 117.73 m.p.h., new record.

Event 4 (Cars up to 1,500 c.c. S and 4,500 c.c. U/s, 20 miles): 1, F. Harrison (F.H.N. Special); 2, T. Sunter (XK 120); 3, H. Edwards (TB M.G.).

Event 5 (10 mile sports handicap): 1, T. Sunter (XK 120); 2, H. Edwards (TB M.G.); 3, C. K. W. Schellenberg (Riley).

VILLORESI WINS AT SABLES D'OLONNE

Peter Collins (H.W.M.) Runner-up.—Multiple Crash Eliminates Ascari and Farina—Behra (Gordini) Injured in Practice

LUIGI VILLORESI (Ferrari) won the 100th of the Grands Prix of France at Sables d'Olonne last Sunday, after a multiple pile-up eliminated his team-mates, Ascari and Farina. Also involved were Cantoni (Maserati), Trintignant (Gordini) and Schell (Maserati-Platé), the last-named car being believed to have been the original cause of the accident when it broadsided and was struck by the others. Ascari was then in the lead.

The Gordini challenge was weakened when Behra crashed in practice, suffering a fractured shoulder and head injuries.

Peter Collins (H.W.M.) drove a fine race, and at the finish was less than 10 kilometres behind the winner, and 1½ kilometres ahead of the

third man, Johnnie Claes (1.5 Gordini).

Ascari, who is known to be very superstitious, was most disturbed to find no less than four black cats in the Ferrari garage at Les Sables! The Ferraris were, by the way, the latest, lightweight cars with engines further back and single, front-located Marelli magnetos.

RESULTS

1. Luigi Villoreti (Ferrari 4 cyl.) 319.369 kms. (106 k.p.h.)
 2. Peter Collins (H.W.M.), 309.921 kms
 3. Johnnie Claes (1.5 Gordini), 307.232 kms
 4. Hira Robert Manzoni (1.5 Gordini), 302.363 kms
 5. Robert Manzoni Maurice Trintignant (2 litre Gordini), 255.516 kms
- Fastest lap: Ascari, 1 min. 12 secs (116.49 k.p.h.)

LESTON'S SWISS WIN

DRIVING his Cooper-Norton, Les Leston, sole British entrant, won the Circuit of Porrentruy Formula 3 race last Sunday, with comparative ease from a field made up of Scampos, Effyhs, Beels and various Continental-owned Coopers, a J.B.S. and several "ones-off". Leston's speed for the 15-lap heat was 101.5 k.p.h., and he won the final (10 laps of the 2½-mile circuit) at 99.7 k.p.h. He was over 14 secs. a lap faster than any of the others, and 6 secs. a lap faster than the quickest 500 c.c. motor-cycle.

Final results were: 1. Les Leston (Cooper-Norton), 99.7 k.p.h.; 2. Lex Beels (Beels-J.A.P.), nine laps, 3. Herbster (MH3).

RUSSIAN RECORD CLAIM

DURING a supercharged 250 c.c. Svezda-Salut, the Russian driver Alexi Ambrosenkov claims to have covered a flying kilometre at 109 m.p.h., during recent Soviet record attempts.

THE XVeme RALLYE DES ALPES

Jaguar, Allard and Sunbeam-Talbot Doing Well in Extremely Arduous "Tropical" Event

Of the 11 non-starters in an entry of 101 cars, representing 11 nations none were British. This does not, however, mean that British competitors have not had their troubles. On the run down from the Channel ports several crews found that the cockpit temperatures engendered by the exceptional heat of the hottest summer known in France for the past 25 years required desperate measures with tin-smith's snips to ensure even a bare minimum of comfort. Others found that tyres wore rapidly, even when the cars were quietly driven, and the general opinion is that this Rally may well be a battle of tyres. As many spare wheels and covers can be carried as wished, but no replacements can be taken up *en route*. Consequently the heavier and faster cars are festooned with spare covers, which does not improve the weight distribution.

In general the British cars passed through the scrutineering without trouble, although the exhaust piping and rather unorthodox refuelling system of Lamb's Healey required a certain amount of last-minute alteration before the car was passed.

IAN APPLEYARD made a hectic dash back to England to have some braking

problems ironed out at the Jaguar works—a precaution which seems to have borne fruit, as, at the time of going to press, he is one of the five British drivers who remains unpenalized.

So far, this has been a very tough event, and even the first stage took a heavy toll of cars. Amongst the British drivers who did outstandingly well in the earlier part of the "Rally" was Nancy Mitchell (Sunbeam-Talbot) who had lost no marks at the end of stage 2.

Retirements at Menaggio on Monday included Edgar Wadsworth (Healey), Tommy Wise (Jupier), John Fitch (Sunbeam-Talbot), John Gott (Jupier) and Bill McKenzie (Ford)—all of whom had been unpenalized.

A full and illustrated report will appear in next week's issue. British drivers who set out on Tuesday, 15th July, for the fourth stage, including the timed climb of Col de Frene, and who were still unpenalized, were: Ian Appleyard (Jaguar), Godfrey Imhof (Allard), Stirling Moss, Mike Hawthorn and George Murray Frame (Sunbeam-Talbot). The Dutchman, Maurice Gastonides (Jaguar) had also lost no marks at this stage. J.G.

Members of the Sunbeam-Talbot contingent at Marseilles before the start of the "Alpine", (l. to r.) Count Kolaczowski, Countess Kolaczowski, John Fitch, Jack Kemley, George Murray-Frame and John Pearman.



VINTAGE VA

despite some extremely fast driving by A. F. Eminson (Bugatti) from the 15 secs. mark, who achieved a well-deserved second place, and all but caught the winner.

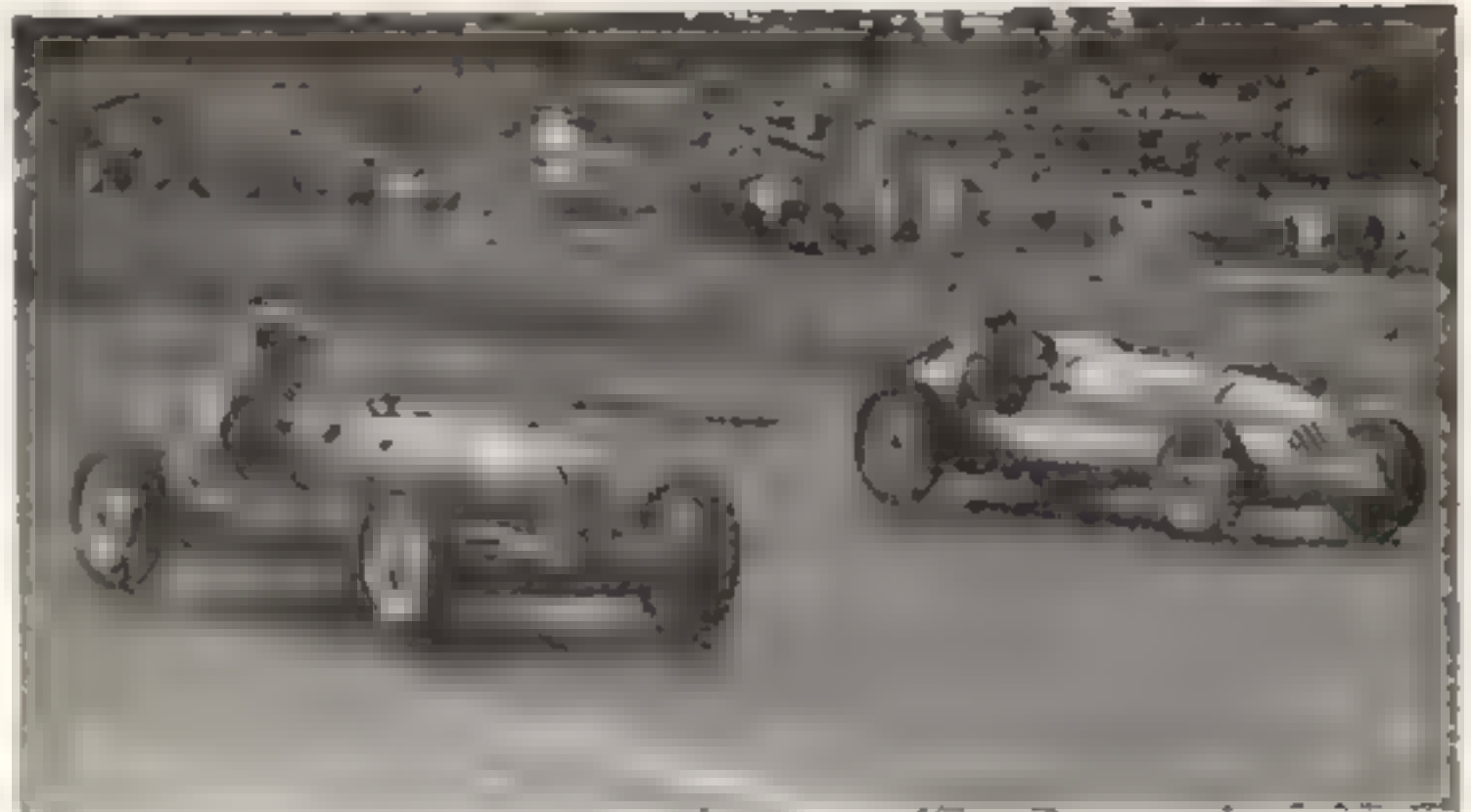
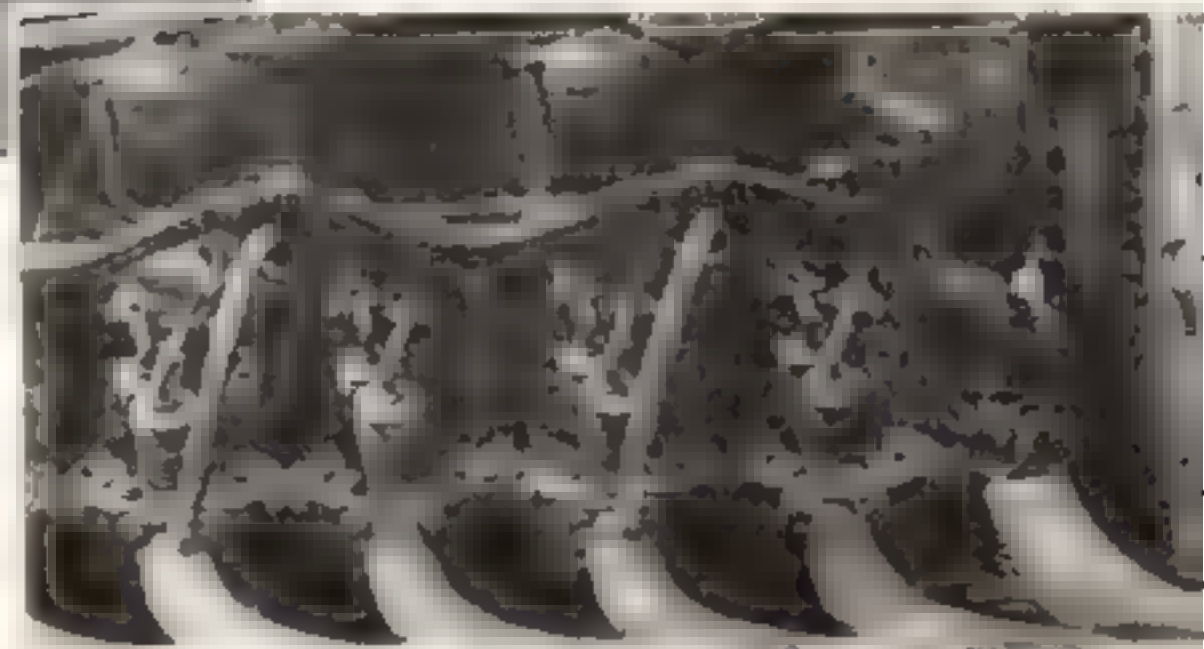
The limit man A. A. D. Underwood in a 2-litre Aston Martin also won the next five-lapper, which was notable for the desperate attempts of R. C. Symondson (3.3 Bugatti) and John Bolster (Bloody Mary) to get to grips with the

Few Club events at Silverstone attract such tremendous enthusiasm as is found amongst the thousands of vintage fans who flock to V.S.C.C. meetings. The event on 12th July was typical of the superbly organized affairs which are now accepted as being the rule where the Vintage Sports Car Club Ltd. is concerned. A programme of 10 races was run off without a single hitch, and if the handicapping at times did not quite reach the very high standard of the recent "Eight Clubs", every race had its quota of excitement and interest.

One particular incident was viewed with much heart-burning, tinged with admiration for an heroic act by Sam Clutton. In the last-but-one event of the day, the grand old 10.6-litre Delage came down to Woodcote Corner in company with several other competitors. The rear cylinder on the offside of the V-12 engine pulled its base studs, and in an instant the big blue machine was enveloped in flames. Realizing that to abandon the car immediately might endanger the other drivers and spectators, Sam deliberately stayed with the Delage and drove it into the deep ditch and grass bank on the "G.P." side of the corner. He was hurled out by the force of the impact, and his gallant act resulted in severe burns to both hands and on his right leg. Extinguishers quickly subdued the flames, and the Delage will undoubtedly live to race again.

Event 1, a five-lap handicap for vintage cars, proved to be a rather easy victory for the limit man, Dr G. E. Pinkerton, in his 1910 Austin Seven.

(Above) Sam Clutton climbs up on the seat of the burning Delage and steers it towards the bank. (Right) Cause of the fire was the N/S rear cylinder pulling its base studs. (Extreme right) Laurence Pomeroy, President, V.S.C.C., examines the damaged Delage, whilst sympathetic onlookers stand silently around.



(Above) C. M. Clairmonte (Riley) about to pass I. P. B. Denton (Alfa) in the Seaman Trophy event.

(Left) Competitors await starter's order in a 10-lap handicap, whilst J. Fisher-wood's 1929 Mathis—the limit car—completes its first lap.

long-handicap men. Both lapped at well over 70 m.p.h. J. G. Vesey's 2½-litre Lancia scored an unexpected victory in the third five-lap race which looked to be a gift for G. H. Rolls and his 3-litre Sunbeam, which combination led right up to the last lap. J. A. Walker's 4½-litre Bentley thundered through the field to such purpose from the 20 secs. mark that it fought its way into third place. A. F. Rivers Fletcher (Bugatti) left one scratch man, G. H. Fisher



RIETY AT SILVERSTONE

Dennis Poore (Alfa Romeo) Wins Seaman Trophy for Second Successive Year—Bravery of Sam Clutton (Delage)—Chris Sears Leads Frazer-Nash Team to Victory in Relay Race

(Amilcar), 'way back, but just failed to overhaul Burton's very fast Bentley.

Chris Sears (1,496) and P. Douglas-Osborne (2,496) shared the scratch mark in the "Chain Gang" race. Sears, easily the fastest Frazer-Nash driver on view, tore past car after car at a great pace, but just couldn't catch Rex Palmer (1,496) and B. E. Brown (1,496) who finished first and second respectively. Palmer drove a very heady race, from the 35 secs. mark, taking the lead from Pickworth (1,496) on the second lap.

It was Major J. H. Bailey who supplied the shocks in the first of the scratch events. G. G. McDonald (4,570)

Kennington, and Denton in a very crisp-sounding, 1936 1½-litre Alta, but it took only one lap for Whitehead to tuck his E.R.A. in the Alfa's slipstream. For lap after lap the two cars circulated in close company, Poore's car losing a plug but apparently going as fast as ever on seven cylinders. Behind the two leaders, who easily outstripped the rest, Kennington and Denton were having a first-rate scrap, the Alta going extremely well and finally taking the Maserati on lap five. Some oil was being dropped on the course, and Dutt's Maserati revolved spectacularly at Woodcote and was retired a lap later. C. J.

deliberately holding back, and he invariably regained his lead with plenty to spare. Nevertheless, Whitehead did share fastest lap with 1 min. 15 secs. (74.21 m.p.h.), fair enough proof of the E.R.A.'s capabilities. Hamilton toured round to take third place, and Kennington gamely struggled on to finish on what sounded like 3½ cylinders.

The Lanchesters of Francis Hutton-Stott and R. Barker duelled grimly for the first couple of laps of the very interesting Edwardian race, Hutton-Stott taking the lead till lap three, when both were overwhelmed by B. M. F. Samuelson's very fast 1914 Rolls-Royce, and the 1912 Rolls of "Doc" Taylor, and John Bolster's familiar 1911 model. Bolster indulged in some spectacular cornering, and went grass-cutting out of Woodcote in his efforts to deal with Taylor, who was running with a lower back axle ratio than normally fitted, and possessed that extra bit of acceleration on the straights. J. G. Sears (1914, 3.2-litre Sunbeam) made a tremendous effort from scratch, and swept past Taylor, Bolster and Sir Francis Samuelson (1914, 3.3-litre Sunbeam) on the last lap to take third place. Lord Charnwood's *Coupe de l'Auto* Delage, complete with enormous tubular silencer, was not quite on its best behaviour, and just failed to catch Bolster's Rolls, both being on the 85 secs. mark.

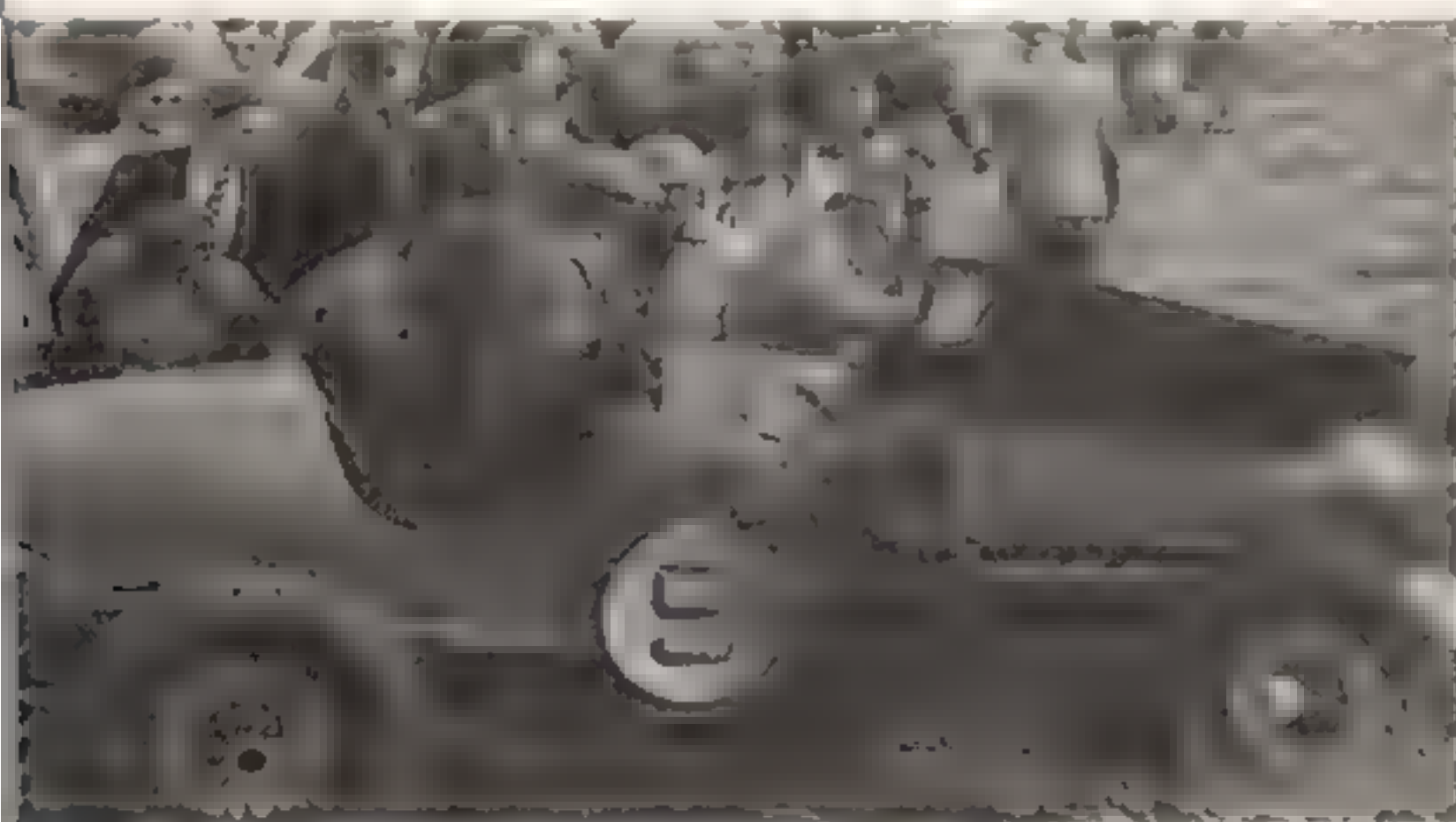
Major Bailey (Bentley) popped up again to win the 10-lap vintage handicap, after J. H. Evans (Riley), with 4 mins. 50 secs. start, had led for eight laps. Bailey was followed home by H. O. Jones (Bugatti), and E. W. Cuff Miller (Riley), and then Sam Clutton in Forest Lycett's big Delage (scratch), who drove a magnificent race.

"Winner" Doesn't Win

It was in the next race, another 10-lap handicap, that the Delage caught fire at half-distance, when rapidly overhauling the field. Mrs. Pannell (Riley-M.G.) led till the last lap when she was overtaken by Col. W. F. Ridley, in the ex-Dryden Q-type M.G. Graham Whitehead drove a terrific race from the scratch mark, and just failed to catch the little M.G. However, there was some sort of confusion at the start, and Ridley was alleged to have started off 30 secs. too early, and he was consequently penalized that amount, giving the race to Whitehead, with the Riley-M.G. runner-up, Ridley third, and R. C. Symondson (Bugatti) fourth.

Eight three-car teams turned out for the relay race, in which the "A" cars of each team bore the entire handicap. This race was noteworthy for some remarkable driving by Chris Sears (Frazer-Nash), who lapped at such a pace that he brought his "Chain Gang" team well up amongst the long-handicap folk. The good work was carried on by B. E. Brown, and finally by Chris's brother Alec in the beautifully preserved "Meadows" car, which passed Gahagan's Bugatti to snatch victory from the then leading Bugatti team. The winning F.N. team started scratch, giving away 36 secs. to the Bugattis, and 1 min. 44 secs. to the mixed "K" team which finished third. For once, the usually all-conquering Bentleys were completely out of the running, despite some very spirited driving by team-leader Bailey.

Results on page 88



Bentley) took the lead at the start, challenged closely by G. H. G. Burton (4,398 Bentley) and J. A. Walker (4,398 Bentley). Burton failed to show up on the second lap, and Bailey's grey Bentley shot past Walker's car and shadowed McDonald for two laps, finally forging ahead on lap four. After a slowish start, L. A. Sargent's 1½-litre Riley began to crack round at high speed, and snatched third place from Walker, putting up fastest lap in the process.

There were half-a-dozen non-starters in the 100 kilometres race for the Richard Seaman Memorial Trophy, including Ken Wharton (E.R.A.) and J. Goodhew (Alfa Romeo). Favourite was naturally Dennis Poore in the 3.8 Alfa Romeo, but some opposition was expected from Graham Whitehead in his newly acquired, ex-Shawe-Taylor, ex-Harrison E.R.A. Frank Kennington was at the wheel of a 6C Maserati, entered by Owen Finch.

Poore immediately took the lead from the other seven starters (Wilkinson's E.R.A. retired on the line), followed by

Hamilton (E.R.A.) also did a githooley, but continued.

More and more oil began to be spilled, and the stewards noticed that the sole contender for the Vintage trophy, Anthony Heal (Sunbeam), was visibly leaving a trail of lubricant, and had no option but to flag the fine old machine off the course. Frank Kennington halted at the pits on lap 14, and thereafter spent most of the race running on five and six cylinders alternately.

C. M. Clairmonte (Riley—the ex-Kelly I.R.A.) began to come into the picture and got to grips with Denton and managed to pass the Alta on lap 19. Six laps later, the green Alta halted for good at Woodcote, the Riley having packed up five laps earlier. This left only four cars in the race, and it was a good thing for the spectators that Poore's missing cylinder gave Graham Whitehead the opportunity to make a race of it, and he actually managed to pass the Alfa on several occasions, once in front of the well-filled grandstand. However, one felt that Poore was



AUTOSPORT, JULY 18, 1952

FLAG WATCHING: Ken Downing (Connaught), one of tomorrow's G.P. contenders, keeps his eye on the starting marshal—and his rev-counter at "five thou"

the fastest French drivers since Jean-Pierre Wimille. At the Daily Express International Trophy meeting last May he drove the 2-litre car in its experimental form. Jean Behra's place is taken by Maurice Trintignant, the Rheims winner being injured at Sables d'Olonne.

Farina, however, will be on his mettle and this great Italian driver always gives of his best in front of a British crowd. Ascari's lead in the 1952 World's Championship may prevent "Nino" from being given team orders to win, but in modern G.P. racing, it is not always possible to carry out orders implicitly as was seen at Rheims when Ascari's unexpected pit-stop left Behra's Gordini with a bigger lead over Farina than Scuderia Ferrari could have anticipated.

H.W.M. and Cooper-Bristol have the greatest numerical strength of the British

BRITISH GRAND PRIX

(85 laps, 249 miles)

Start—11.45 a.m.

Alfa: Graham Whitehead
Aston-Butterworth: Bill Aston
Connaught: Ken McAlpine, Ken Downing, Dennis Poore,* Eric Thompson*

Cooper-Bristol: David Murray, Reg Parnell, Mike Hawthorn, Eric Brandon, Alan Brown.

F.R.A.: Stirling Moss.

Ferrari: Alberto Ascari, Piero Taruffi, Giuseppe Farina (Scuderia Ferrari entries), Robert Baird, Louis Rosier, Rudi Fischer, Peter Hirt (V12), Peter Whitehead (V12).

Frazer-Nash: Ken Wharton, Tony Crook*

Gordini: Robert Manzon, Maurice Trintignant, Bira, Johnnie Claes.

H.W.M.: Lance Macklin, Peter Collins, Tony Gaze, Duncan Hamilton.

Maserati (6 cyl): G. Bianco, H. Canale.

Maserati-Platé: E. de Graffenried, Harry Schell.

*Reserve entries.

FORMULA 3 RACE

(15 laps, 45 miles)

Start—10.15 a.m.

Cooper-Norton: David Clarke, John Coombs, John Cooper, Bob Gerard, Jack Reece, Alan Rippon, Don Truman, Bill Whitehouse, George Wicken, Stuart Lewis-Evans.

Cooper-J.A.P.: Michael Christie, Mervyn Kearon, A. J. Nurse, Norman Pugh.

Kieft-Norton: Stirling Moss, Charles Headland, Don Parker, D. S. Shale.

Kieft-J.A.P.: Clive Lones, Derek Annable.

Emeryson-Norton: Paul Emery, H. I. Williams.

Erskine Stride-Norton: John Habin, André Loens.

J.B.S.-Triumph: Alan Moore.

Arnott-Norton: Dennis Taylor.

Arengo-Norton: Lt Col C G Arengo.

F.H.B.-J.A.P.: Frank Bacon.

Leston-Norton: Les Leston.

Mezzolite-B.S.A.: Rupert Instone.

Smith-Norton: Ken Smith.

Wasp-Norton: Jack Moor.

Revis-J.A.P.: R. G. Bicknell.

BRITISH GRAND PRIX

Details and Full Entry List in Tomorrow's Big B.R.D.C. "Daily Express" British Grand Prix Meeting at Silverstone

"FORMULE LIBRE"

(35 laps, 105 miles)

Start—3.55 p.m.

Alfa Romeo (3.8): Dennis Poore, (2.6): Nigel Mann.

Alfa (1½ S): Joe Kelly, Basil de Mattos, (2-litre) O. F. Simpson, Gordon Watson.
B.R.M.: Froilan Gonzalez, Ken Wharton.

Cooper-Bristol: John Barber.

F.R.A. (2-litre S): Ron Flockhart, Bob Gerard, (1½-litre S): J. A. Somervail, Graham Whitehead.

Ferrari (4.5-litre): Luigi Villoretti, F. Landi, Louis Rosier, (2-litre): Bill Dobson.

Frazer-Nash (2-litre): Bill Skelly.

H.W.M.-Jaguar: Oscar Moore.

Maserati (2.9 S): Tony Gaze, (1.5 S): John James.

Owen (4.5): Bira.

R.R.A. (1.5 S): Geoffrey Richardson.

Delage Spl (1.5 S): Eric Thompson.

Thin Wall Special Ferrari (4.5): Piero Taruffi.

SCUDERIA FERRARI'S entries at Silverstone tomorrow will be the very latest "Starlets", with engines moved back 3½ ins. in the frames, and single forward-mounted Marelli magneto in place of the rear-located twin instruments. Lampredi reckons that these eight-plug engines are now giving over 190 b.h.p.

Gordini hopes to have his "sixes" modified with the ~~patented~~ honed brake drums used on Manzon's car at Rouen. Strengthened suspension units have been incorporated in all three Equipe Gordini cars.

These are the chief threat to a British victory, and all six cars will be handled by first rate drivers. Alberto Ascari is right on top of his form at present, and Robert Manzon has emerged as one of

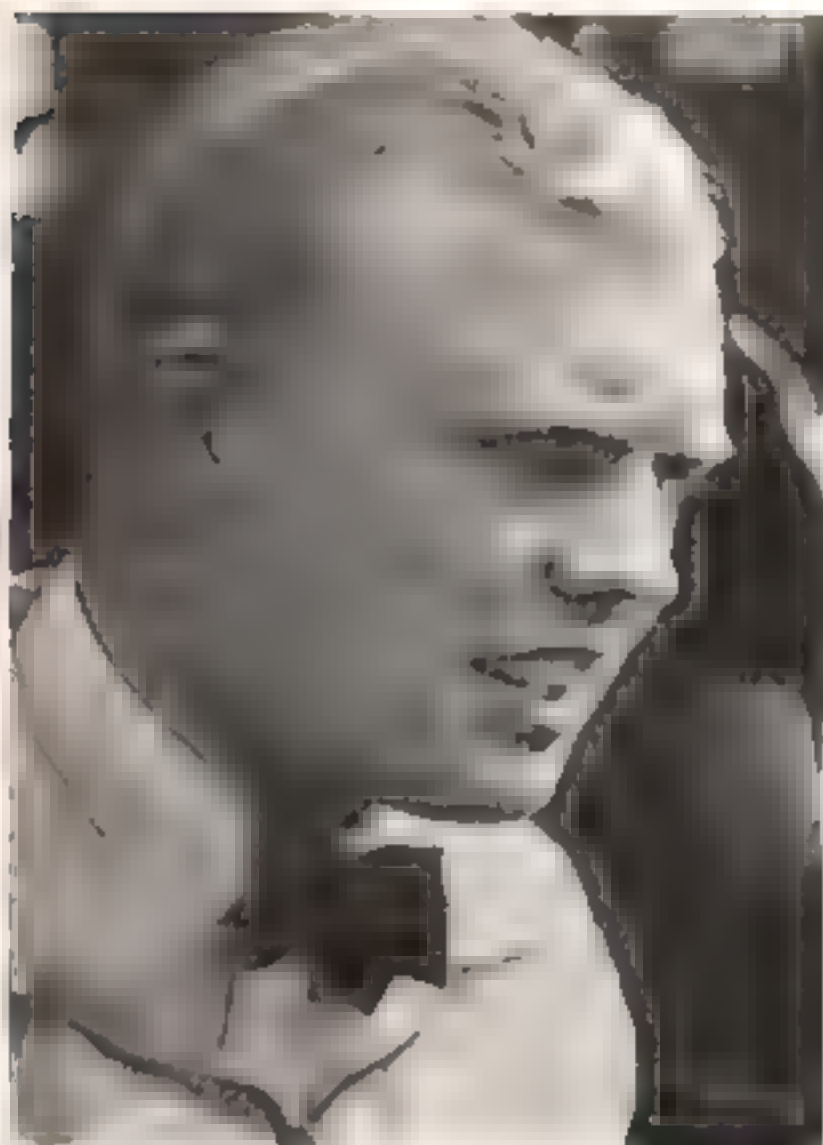
entries. Lance Macklin's International Trophy win will give him great confidence on this occasion, whilst young Peter Collins is rapidly becoming one of the most dependable drivers in the H.W.M. team. The meteoric Duncan Hamilton is included, whilst Tony Gaze handles the fourth car.

Cooper-Bristol will be led by Mike Hawthorn and Reg Parnell, both perfectly capable of giving the Ferrari-Gordini folk a run for their money. They are backed up by Brown and Brandon of Ecurie Richmond, and possibly by Ecurie Ecosse's David Murray.

Connaughts will be all out to capture ~~scoring~~ at the H.W.M.-Cooper success.



Reg Parnell, who will drive a Cooper-Bristol in the British Grand Prix



Three of Great Britain's brilliant young drivers (l. to r.): Mike Hawthorn (Cooper-Bristol), Peter Collins (H.W.M.) and Stirling Moss (E.R.A.)

publicity, whilst Ken Wharton (Frazer-Nash) and Stirling Moss (E.R.A.) stand out as very likely upholders of apple-carts. The new Maserati "sixes" have not so far, displayed complete reliability, and the Swiss-entered Maserati Pikes are showing signs of "too many races" fatigue.

The entries are made up by Graham Whitehead's Alta, Bill Aston's air-cooled Aston-Butterworth, the Ferrari "Fours" of Robbie Baird, Louis Rosier and Ruth Fischer, with Peter Hirt and Peter Whitehead at the wheel of V12s.

The 100 miles *Formule Libre* event provides B.R.M. with yet another opportunity to make a name for itself, with main opposition provided by a quartet of 4½-litre Ferraris, including Villoreasi's "works" car, and the Vandervell Thin Wall Special (Taruffi). Here again, plans may "gang agley", and the older supercharged cars such as Poore's Alfa Romeo and the 2-litre E.R.A.s may provide unexpectedly strong opposition.

The Cooper contingent in Formula 3 is very strong, and the Kieft assault will be led by Stirling Moss who hopes that Rheims ended his run of bad luck. Amongst the more interesting of the "one-off" entries are Bicknell's very fast Revis, and Leston's Special.

On paper, Alberto Ascari must be regarded as first favourite for the Grand Prix, with either of his team-mates as second choices. B.R.M.s ought to do well in the *Formule Libre* race, but the 4½-litre Ferrari threat is very real. In the Formula 3 race, Moss is first choice but there ought to be a tremendous battle featuring Stuart Lewis-Evans, George Wicken, Bob Gerard, David Clarke, Don Parker, Charles Headland, Paul Emery and Les Leston—if he drives his Cooper—to name the most prominent "500" drivers.

FERRARI STAR Alberto Ascari will start strong favourite for the British Grand Prix

ON THE AIR

B.B.C. Broadcasts of the British G.P.

Light Programme, 19th July
Commentators Raymond Baxter at the start, Robin Richards at Slowe Corner, and John Robley in the pits.

11.40 a.m. to 12 noon,
1.35 p.m. to 1.45 p.m.,
2.40 p.m. to 2.50 p.m.

Ken Wharton and Froilan Gonzalez who will handle B.R.M.s in the *Formule Libre* event





START OF THE FINAL: Ian Stewart, winner with the XK 120C Jaguar, takes an early lead from Bill Dobson (Jaguar), Oscar Moore (H.W.M.-Jaguar) and George Abecassis (Aston Martin).

THE 5th JERSEY ROAD RACE

**Ian Stewart of the Ecurie Ecosse Wins in XK 120C Jaguar—Ken Wharton (Frazer-Nash)
Second and Class Winner—Jim Mayers (Lester-M.G.) First of the "1500.s"**

WITH Ian Stewart, in Ecurie Ecosse's newly acquired XK 120C Jaguar, winning his heat comfortably, then leading the Final from start to finish, the Jersey International Road Race of 1952 might seem, on paper, to have been a dull affair. In fact, it was anything but, and this year's event, run for sports-cars over the very fast St. Helier road circuit, proved a worthy successor to the four previous "Internationals" for Formula 1 cars. Moreover, the pace of the sports-cars was little slower than yesteryears' supercharged racers, Stewart's speed of 87.82 m.p.h. comparing well with that of Peter Whitehead's Ferrari win of 1950 at 90.94 m.p.h., and surpassing Bob Gerard's 1948 and 1949 winning speeds and Reg Parnell's 1947 figure of 84.52 m.p.h. The young Scotsman's drive to victory was as stylish and impeccable as was his new and glistening Jaguar in appearance; with Bill Dobson and Sir James Scott Douglas taking fifth and sixth places, the Ecurie Ecosse deserve full praise for their achievements on Thursday, 10th July.

PRACTICE times showed Stewart's C Type Jaguar to be fastest at 89.72 m.p.h., with Oscar Moore, whose best time in the H.W.M.-Jaguar was 88.48 m.p.h., the strongest challenger, the latter, it was suspected, was holding "that little something" back, while the former's car was very new, the Ecurie Ecosse only taking delivery the week before. Then there were the two DB3 Aston Martins, a little down in knots on that long, long straight—yet Parnell first in 1947, third in 1948, second in 1950, knows this Jersey circuit intimately, and is a staunch fighter in adversity, while team-mate George Abecassis, also with a Jersey reputation (second in 1948) was in great form, clocking a best lap in 87.67 m.p.h. The 1,500-2,500 c.c. class promised an inter-Frazer-Nash battle between Ken Wharton, Dick Jacobs and Roy Salvadori, whilst among the smaller cars the Monkey Stable's Lester M.G.s and Cliff Davis and Lionel Leonard with Cooper-M.G.s were once again to contest 1,500 c.c. honours.

Sixteen sports-cars, all of them unsupercharged as per B.A.R.C. regs., lined up for Heat 1, over 10 laps of the 3.2-mile circuit. Front row positions decided on practice times, were taken by Ian Stewart (Jaguar), Ken Wharton, the Frazer-Nash entered by Peter Bell, George Abecassis (DB3 Aston Martin) and Jerseyman Frank le Gallais in a white XK 120 Jaguar. The latter, together with Jacob's Frazer-Nash and Dudley's Jowett, had practice troubles entailing much last-minute labour.

As "Ebbey" dropped the flag of Jersey at three o'clock sharp, the entire field got away to a model start, Stewart leading Wharton, Abecassis and the rest in the splendid rush along the promenade road, through Bel Royal and down to the sharp right-hander at Le Marquanda. Through Millbrook Corner and on the long incline of St. Aubins the sleek, green C Type extended its lead, and there were several lengths between Stewart and Abecassis as they reached the sharp hairpin at West Park, which brought them back to the starting line. Wharton's Frazer-Nash was right on the DB3's tail, while behind, in rapid and bewildering succession, came le Gallais, Curtis (Allard), Jacobs (Frazer-Nash), Nigel Mann (DB2), Jim Mayers in the first of the 1500s, and the rest with G. A. Dudley's Jupiter way behind, sounding unhappy.

Stewart turned his second lap at 89.44 m.p.h., establishing an unassailable lead, but behind there was a great struggle for second place; coming down to the West Park Hairpin Wharton ran neck and neck with Abecassis, but beyond the turn George led by precarious inches. All round the course the pair duelled, to the great excitement of the holiday crowds, reportedly 10,000 strong. At five laps Wharton led the Aston fractionally, while by now the three leaders were coming up amidst the tail-enders.

Dudley had retired, so had W. B. Black (Jaguar). Jim Mayers and Pat Griffith (Lesters) were keeping Cliff Davis at bay, and F. Curtis (54-litre

RACE REWARD His Excellency the Lieut-Governor of Jersey with George Abecassis third home, Ian Stewart holding the States Challenge Trophy and Ken Wharton second

Allard) was locked in combat with Dick Jacobs (Frazer-Nash), the bigger car having it on the straights, the 'Nash' nipping through the turns. Frank le Gallais was lying fourth, driving very neatly and without fuss. Harry Kemp-Place just couldn't get the hang of West Park hairpin—or perhaps his brakes weren't at their best, on one lap he took it wide and mounted the pavement, and next time round he nearly resorted to the escape road.

Now Abecassis had closed with Wharton again, and there were hectic moments down at West Park when the latter went wide after passing another car and Abecassis essayed to pass on the inside, nearly spinning in the attempt. Next time round he did the job properly, the DH3 gyrating merrily and consolidating Wharton's second place. Out in front Stewart finished an unruffled winner at 87.44 m.p.h., fourth was le Gallais, then came Curtis, still leading Jacobs, while Mayers brought home the first 1500 car.

Oscar Moore's 3.8 litre Jaguar-powered H.W.M. looked the most formidable runner in Heat 2, sharing Row 1 with Reg Parnell's DH3 Aston Martin and the XK 120s of J. K. Hemsworth and W. A. Dobson, the latter's an Ecurie Ecosse entry. The H.W.M. hung momentarily on the line and Parnell shot away ahead until Moore, turning his standing lap at 81.70 m.p.h., wrested the lead from the DH3, with Dobson



Hemsworth. Miles Martin, Sir James Scott Douglas, Lord Louth and Michael Head forming a high-speed XK 120 procession behind.

Parnell dropped briefly down to fourth behind Dobson and Hemsworth on the next round, but was soon back in second place. Lord Louth just couldn't solve the Hairpin and, arriving too fast each time, perforce took the turn too wide, getting away on merciless "full gun", with fiercely spinning tyres. R. W. Greenwood nearly revolved in the very neat little R.W.G. with Morris-cum-M.G. chassis, powered by Ford 10 with Whatmough o.h.v. head. W. P. U. Constable, making his TD M.G. front suspension earn its keep, also punished his rear tyres by bringing the power on hard out of each corner.

Wake's Jowett Jupiter, troubled by an ignition fault, lay far behind, while Blakely (H.R.G.) and A. M. Cook (M.G.) both came in to remove battered offside front wings. Gerry Ruddock (Lester-M.G.) battled successfully with J. Lyons's noisy Connaught, while Roy Salvadori's Frazer-Nash ran well until missing set in, due, it transpired, to a hooked jet. Sir James Scott Douglas, feeling anything but well with an attack of summer 'flu, got his Ecurie Ecosse Jaguar past Lord Louth, then later deprived Miles Martin of fifth place. Oscar Moore seemed solidly out in front, but second place was very much in dispute. First Parnell, then Bill Dobson, then again Parnell held it and such was the duellists' pace that both were coming up to Moore's tail. On the

SITE FOR SPEED: (Right) The very fast, 3.2-mile St. Helier road circuit

UNFORTUNATE (Below) Oscar Moore won the second heat with his H.W.M. Jaguar, but retired from the final with a broken con. rod when holding second place



seventh lap Dobson headed the Aston by bare inches, when Parnell, in one tremendous rush down to the West hairpin, swooped past the Jaguar, then took the leading H.W.M. on the turn itself. Oscar Moore went after the Aston like a flash, and going full bore down the straight retook first place to hold it to the finish. Down at Le Marquand's there was excitement when a dog strayed on to the course, and right at the end R. W. Greenwood did a head-to-tail at the Hairpin on the last round, stalling his engine, whereupon he delighted the onlookers by push-starting his car, leaping gracefully in and crossing the line to loud cheers.

Moore's fastest lap was at 87.54 m.p.h. nearly 2 m.p.h. down on Stewart's. So to the 20-lap final, when 30 cars, the fastest 15 of each heat, were marshalled on the grid, mechanics on Cook's M.G. and Blakely's H.R.G. working



frantically in an endeavour to replace their front wings. Front row of the grid was occupied by Stewart (Jaguar), Wharton (Frazer-Nash), Abecassis (Aston Martin) and Moore (H.W.M.). Behind were Parnell (Aston Martin), Dobson (Jaguar) and Hemsworth (Jaguar), and in the third row were Scott Douglas (Jaguar), Miles Martin (Jaguar), Le Galais (Jaguar) and Jacobs (Frazer-Nash). Behind these were Curtis (Allard), Lord Louth (Jaguar), Mann (Aston Martin), Head (Jaguar), Mayers (Lester-M.G.), Griffith (Lester-M.G.), Buncomb (Healey), Ruddock (Lester-M.G.), Kemp Place (Healey), Davis (Cooper-M.G.), Boston (Healey), Leonard (Cooper-M.G.), Salvadori (Frazer-Nash), Shattock (R.G.S. Atalanta), Blakely (H.R.G.), Greenwood (R.W.G.), Constable (M.G.) and Cook (M.G.). Lyons was a non-starter.

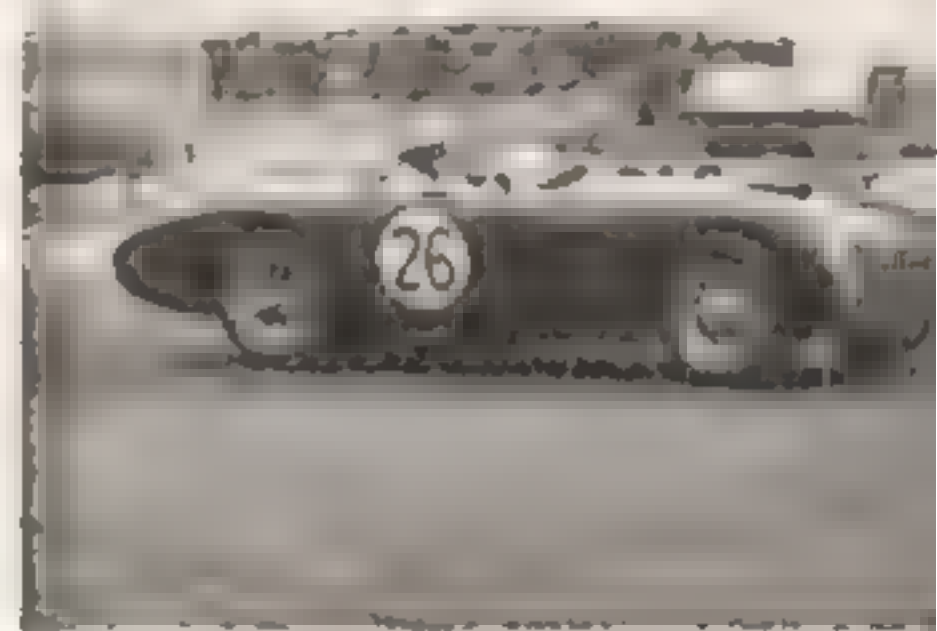
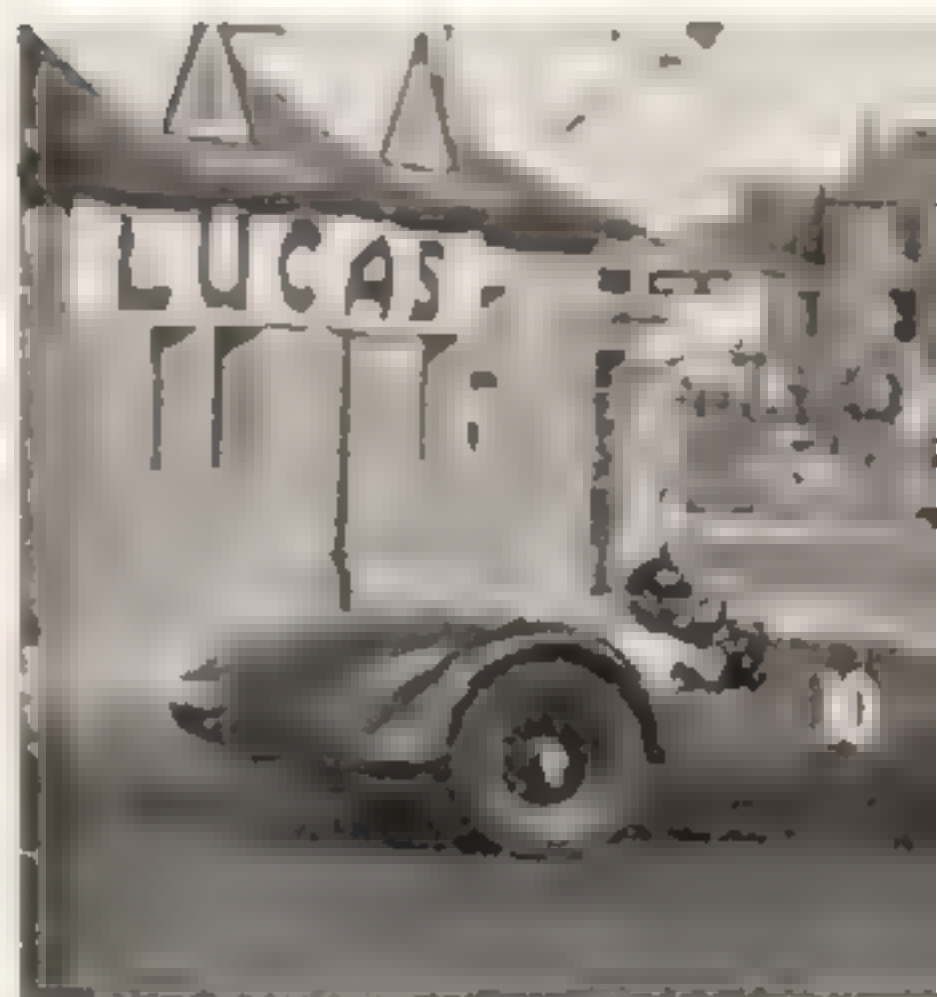
Down went the flag and away sped

it down the Promenade each lap.

Rubber and grease were making the turns treacherous now, and the R.G.S. Atalanta, running well in its first race despite an engine not over-endowed with b.h.p., spun round at Le Marquand's Corner, missing the wall by inches. Then A.M. Cook pirouetted in front of Abecassis and Parnell, who passed one each side of the stationary M.G. Blakely's H.R.G. was another revolver, and it was near Le Marquand's that Oscar Moore's brave run in second place came to an end when a con-rod broke. Oil gushed from the engine and the H.W.M. spun right round on the corner, Moore turning into the escape road, then slowly made his way back to the pits to retire from the race.

Out came the yellow and red flags "oil on the course" and drivers, duly warned, took extra caution. Moore's unfortunate exit left Ian Stewart's lead

THE 5TH JERSEY 100



Ian Stewart in the beautiful C Type Jaguar into a clear lead from Oscar Moore, Wharton and Abecassis. After a lap Bill Dobson had worked his Ecosse Jaguar up to third place, only to be deposed a round later by the DB3 Aston Martins and the order settled to Stewart—Moore—Abecassis—Parnell until Ken Wharton disturbed it in no uncertain manner by thrusting his Frazer-Nash up into third position, staying there despite all the DB3 drivers could do.

As in his heat, Stewart's second lap was again his fastest at 90.28 m.p.h. which proved the best of the day. Moore was perceptibly losing ground, and as he reached the Hairpin each lap Stewart was able to look across the corner at the H.W.M. Farther back a struggle was developing amongst the 1,500 c.c. cars; Mayers was leading followed by Cliff Davis, while behind Pat Griffith was doing all he knew to take the Cooper-M.G., slip-streaming

even more secure, and the Ecurie Ecosse driver went his stylish, winning way. Equally secure was Wharton in second place, while Abecassis, third, had a fair margin over Parnell. Scott Douglas, finding himself approaching West Park at too high a speed, took the escape road without fuss or screaming rubber and rejoined the race, but a rare fate befell another Jaguar, that of Miles Martin, which threw a large piece of rear tyre tread near Bel Royal and retired from the race when lying eighth.

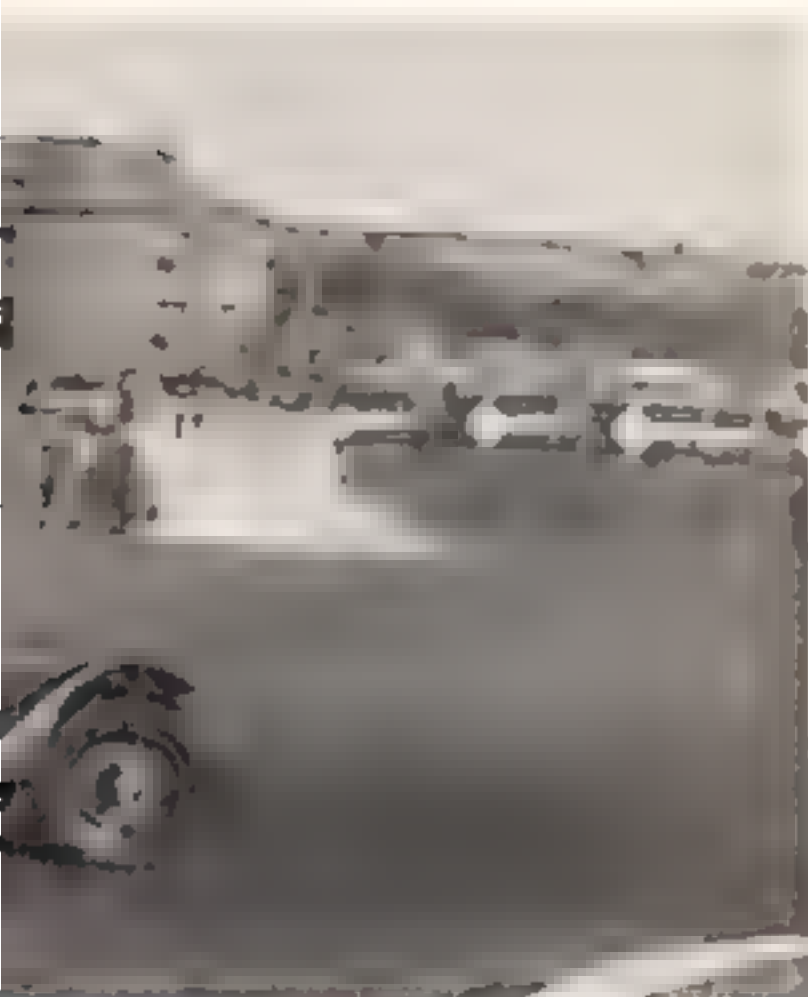
Nigel Mann in the DB2 saloon was sandwiched between Hemsworth's Jaguar and Griffith (Lester-M.G.) by three-quarter's distance, when the race order irrespective of classes, was Stewart

SECOND (Above left) Ken Wharton drove a fine race in the new Mille Miglia Replica Frazer-Nash taking second place to Stewart's 3½-litre Jaguar, and winning the 1,501-2,500 c.c. class.

AA 120 and DB3: (Above right) Reg Parnell (Aston Martin) in close company with J. K. Hemsworth in D. H. C. Hull's white Jaguar, at West Park hairpin.

Wharton—Abecassis—Parnell—Dobson—Scott Douglas. It was precisely the same five laps later, when John Morgan gave Ian Stewart the chequered flag signifying his—and the Scottish stable's—first big race win, and another triumph for a C Type Jaguar. His average speed was 87.82 m.p.h. Wharton's Frazer-Nash blazed healthily over the line in second place, winning the 1,500-2,500 class at 85.82 m.p.h., Abecassis and Parnell were next over the line, and Jim Mayers won the 1,500 c.c. class at 78.62 m.p.h. after a fine, consistent drive. Behind him, Pat Griffith made a terrific bid to wrest second place from Cliff Davis, catching the Cooper-M.G. on the last lap by 1/10ths

AD RACE — (Continued)



POLISHED WINNER Also ex Ian Stewart and the Ecurie Ecosse's newly acquired C-type Jaguar—first in his heat and first in the final

SPORTS-CAR DEBUTANTE (Left) R. G. Shuttock in the new R.G.S.-Atalanta, which employs a Lea-Francis engine in a revised frame of Atalanta origin. Suspension is all independent, and rear brakes are mounted inboard

45 mins. 8.8 secs. (85.06 m.p.h.); 4, R. Parnell (Aston Martin), 45 mins. 17.8 secs.; 5, W. A. Dobson (XK 120 Jaguar), 45 mins. 52.8 secs.; 6, Sir J. Scott Douglas (XK 120 Jaguar). Completed 19 laps in 43 mins. 48 secs.; 7, R. F. Salvadori (Frazer-Nash), 19 laps; 8, F. le Gallais (Jaguar), 19 laps, 19 other finishers

Fastest Laps Stewart (Jaguar), 2 mins. 7.6 secs., 90.28 m.p.h.

Class Results

Up to 1,500 c.c.: 1, J. C. C. Mayers (Lester-M.G.), 18 laps in 43 mins. 57.6 secs. (78.62 m.p.h.); 2, P. W. C. Griffith (Lester-M.G.), 18 laps in 44 mins. 0.2 secs.; 3, F. C. Davis (Cooper-M.G.), 18 laps in 44 mins. 0.8 secs.

1,501-2,500 c.c.: 1, K. Wharton (Frazer-Nash), 20 laps in 44 mins. 44.8 secs. (85.82 m.p.h.); 2, R. F. Salvadori (Frazer-Nash), 19 laps in 43 mins. 54.6 secs.; 3, R. W. Jacobs (Frazer-Nash), 19 laps in 45 mins. 6.2 secs.

Over 2,500 c.c.: 1, I. M. M. Stewart (XK 120C Jaguar), 43 mins. 43.4 secs. (87.82 m.p.h.); 2, G. Abecassis (Aston Martin), 45 mins. 8.8 secs.; 3, R. Parnell (Aston Martin), 45 mins. 17.8 secs.

JERSEY JOINS The first three cars home were shepherded into a "victory lane", cordoned off by Jersey M.C. and L.C.C. despatch riders; the drivers then being garlanded by His Excellency the Lieut. Governor of Jersey in the grandstand. . . . At the Prize Presentation, held during the Road Race Ball at West Park Pavilion, Ian Stewart not only thanked the joint organizers, the Jersey Club and the B.A.R.C., for a grand event, but also the inhabitants of St. Helier for "putting up" with the noise and inconvenience of the race. Ken Wharton, in reply to cries of "Speech", observed that all at the Ball were obviously having a good time—"Why should I spoil it for you?" Reg Parnell made an emphatic plea that the Jersey States assist in financing this excellent race, which was helping to keep the sports-car name in prominence; "Wilky" Wilkinson, winner of the special £10 prize as mechanic to the winning car, liked the race in its new sports-car form, and looked forward to a similar event next year. . . . Full praise to the joint promoters, the B.A.R.C. and the Jersey M.C. and L.C.C., and their legion of helpers for a superbly organized meeting. . . . Many people thought the races could have been longer—others, however, were glad to see the flag "before something awful" happened. During the final the weather, which had been sultry and oppressive, lifted, and the race finished in a blaze of glorious sunshine. . . . The tyres on Sir James Scott Douglas's Jaguar were the same set he used at Rheims when he came third.



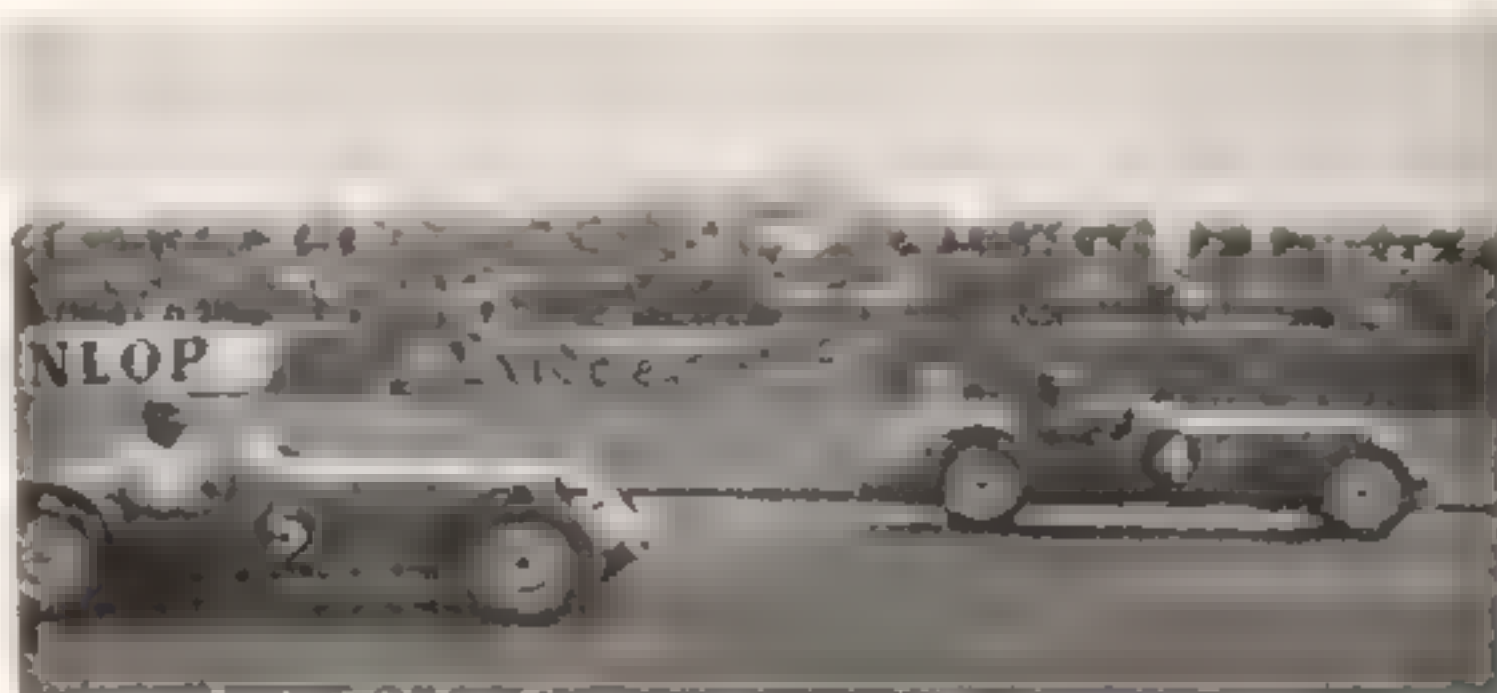
of a second, to record a 1-2 victory for the Monkey Stable. Gerry Ruddock in the third Lester-M.G. was fourth, 1 minute behind.

RESULTS

Heat 1 (10 laps, 32 miles): 1, I. M. M. Stewart (XK 120C Jaguar), 21 mins. 57.4 secs. (87.44 m.p.h.); 2, K. Wharton (Frazer-Nash), 22 mins. 14 secs.; 3, G. Abecassis (Aston Martin), 22 mins. 18 secs.; 4, F. le Gallais (XK 120 Jaguar), 23 mins. 6 secs.

Heat 2 (10 laps, 32 miles): 1, O. Moore (H.W.M.-Jaguar), 22 mins. 29.6 secs. (85.36 m.p.h.); 2, R. Parnell (Aston Martin), 22 mins. 34 secs.; 3, W. A. Dobson (XK 120 Jaguar), 22 mins. 35 secs.; 4, J. K. Hemsworth (XK 120 Jaguar), 22 mins. 51.8 secs.

Final (20 laps, 64 miles): 1, I. M. M. Stewart (XK 120C Jaguar), 43 mins. 43.4 secs. (87.82 m.p.h.); 2, K. Wharton (Frazer-Nash), 44 mins. 44.8 secs. (85.82 m.p.h.); 3, G. Abecassis (Aston Martin).



MONKEY STABLE Gerry Ruddock (No. 4, Lester-M.G.) leads Pat Griffith's similar car out of West Park hairpin

SEVENTH WELSH RALLY

B.T.D.A. Star Event Won on Tests Alone —Road Section a Pleasant Scenic Tour

THE South Wales A.C.'s Rally on 11th/12th July, newly nominated by the B.T.D.A. as a qualifying event for their 1952 Rally Drivers' Star, will require careful reorganization for next year if it is to continue to retain its status.

One hundred and five competitors started from controls at Tenby, Shrewsbury, Cardiff and Cheltenham, your reporter acting as co-driver in John Cunningham's XK 120 Jaguar, thus gaining visual evidence of the entire event. The route led, by main roads, to Aberystwyth, where the event proper started with Test 1, on the Marine Esplanade on Friday evening.

This was a kerb parking test, and competitors proceeded at the drop of a flag from line A, diagonally through a row of pylons to stop astride line B and reverse to park not more than 12 inches from a kerb. Rather astonishingly the penalty for overshooting line B was double that of failing the kerb line; as this latter line was very badly marked few managed to complete the test without loss of marks. Good times recorded were A. C. Whatmough (M.G.), 16.8 secs.; V. W. Hobbs (Morgan), 16.8 secs.; F. P. Grounds (Jaguar), 17.2 secs., and G. M. White (Morgan), 17.3 secs.

Competitors then proceeded at a 30 m.p.h. average on main roads for 107 miles to Rhyl via Beddgelert and Bettws-y-Coed where an hour's halt for supper was welcomed. Leaving here, all were faced with a 24 m.p.h. average for the next 164 miles, only 45 of which were not on main roads. The route passed through St. Asaph, Denbigh and Ruthin, to Bala, where a descent of Bwlch-y-Groes was faced; then on again, still via main roads, through Caersws, Llanidloes, Llangurig and Pont-Grwyd to Devils Bridge. Here was expected sterner stuff, along the old pack road round the reservoir lakes through Elan to Rhayader, but to our amazement, instead of the 24 m.p.h. average we had been drooling along at all night, an easy 40 m.p.h.

could be maintained without the slightest effort!

On to Builth, where we slept our 24 m.p.h. right before the check at the Dover Arms at Eppynt. Here, by courtesy of the army, a section similar to that used in the R.A.C. Rally was prepared as a half-mile standing start sprint. This was downhill on concrete, a fast left-hand bend and an uphill right-hand finish. We made 5.5 in third, just over 90 through the bend and just got top before the finish. Watching Johnny Broadhead take his TT XK 120 Jaguar through the bend was quite a thing! Very fast here were D. O. M. Taylor (Jaguar), 33.1 secs.; F. P. Grounds (Jaguar), 34.2 secs.; G. Samworth (Jaguar), 36.2 secs., and J. H. Ray (Morgan), 38.1 secs.

Next, by an easy 30 m.p.h. average through Talgarth, Abergavenny, Usk and Newport to Cardiff. Nineteen hours and 500 miles-plus of motoring so difficult that even an Austin Seven Ruby Saloon, admittedly superbly handled by G. A. Robinson, had time in hand at all checks!—and this a national event, too.

Cardiff had really gone to town over the Rally. A magnificent avenue, tented roped and flower-decked, situated behind the imposing city hall was the venue for the final test, a most complicated affair beautifully marked by white and red pylons. It consisted of a standing start from line A, a double scissors and a flying finish to stop between lines B and C. Times here showed the speed of E. G. Ridley's M.G., superbly handled

to clock 30 secs.; J. H. Cunningham (Jaguar), 30 secs.; A. C. Whatmough (M.G.), 31 secs.; A. C. Westwood (Fiat), 31.2 secs. Polished exhibitions in the Saloon class were given by Peter Reece (Ford Zephyr) and Jack Wallwork (Vanguard).

Results, displayed after a very hospitable party at the Connaught Rooms, showed that the North were in with a vengeance, Peter Reece taking the main saloon class, and he, Jimmy Ray and John Cunningham the team prize. A terrific party followed at the Park, in which some 35 people were seen in one bedroom—nuff said!

FRANCIS PENN

RESULTS

Class 1, 1,500 c.c. open cars: 1, E. S. Ridley (M.G.); 2, K. W. Hobbs (Morgan); 3, G. Hoyle (M.G.).

Class 2, 1,500 c.c. closed cars: 1, E. D. Barnfield (Humber); 2, W. G. Matthews (Morris); 3, H. W. Whitehouse (Austin).

Class 3, over 1,500 c.c. open cars: 1, D. G. Farquharson (Jaguar); 2, G. A. Lewis (Healey); 3, D. O. M. Taylor (Jaguar).

Class 4, over 1,500 c.c. closed cars: 1, P. B. Reece (Ford Zephyr); 2, J. C. Wallwork (Standard Vanguard); 3, W. Lloyd Edwards (Ford Consul).

S.W.A.C. Cup: M. G. Mathews (Morris).

S.W.A.C. Ladies' Cup: Mrs. G. M. Rice (Austin).

Team Prizes: J. N. Ray (Morgan), J. H. Cunningham (Jaguar) and P. B. Reece (Ford).

Starting Control: Tenby: G. A. Reason-Jones (M.G.); Shrewsbury: A. C. Whatmough (M.G.); Cardiff: A. H. Hesp (Riley); Cheltenham: G. M. White (Morgan).



DOUBLE SCISSORS (Above) Miss "Andy" Neil, a visitor from the Highlands, curtsies her Vanguard during Test 3 at Cardiff

A HUNTING WE WILL GO (Left) Johnny Broadhead (Jaguar) with the night's bag on arrival at Cardiff after the road section



ALLARD VICTORY IN LEINSTER TROPHY

Desmond Titterington Wins at 78.36 m.p.h. Baird (Griffin) Breaks His Own Lap Record

LAST Sunday, on the fine Wicklow circuit near Dublin, the Leinster M.C. staged one of the finest post-war races to be seen in Ireland. Belfast driver Desmond Titterington, in his perfectly standard and fully equipped J2 Allard, won the Leinster Trophy at the excellent average speed for a sports car, of 78.36 m.p.h. Runner-up was Joe Flynn in his very fast Morris Ten-powered M.G. Bobbie Baird (Griffin) broke his 1951 4CLT Maserati lap record with 85.06 m.p.h., before crashing spectacularly on his fourth lap.

Starting only one lap ahead of the scratch men Baird (Griffin), Joe Kelly (Alfa) and Dave Griffin (Ferrari "Four") Titterington drove an extremely well-planned race, taking the lead on his 14th lap, and holding it till the end despite a badly slipping clutch on his last two tours.

Joe Flynn's driving was first-rate throughout, and his full four-wheel drifts at Ballynaham delighted the crowd. Gillie Tyrer ("Brescia" BMW) and Jack Walton (Frazer-Nash) both drove magnificently. Walton actually worked his way up to second place, but was slowed by a faulty damper which

caused a radius arm failure at the rear end.

From the start there was an exciting scrap between the three scratch men. Kelly shot off the line first, followed by Griffin but Baird squeezed past on the outside and went flat out to increase his lead, raising the lap record in the process. Kelly was slowed by a troublesome fuel pump and Griffin gradually closed up.

On lap four, Baird met near-disaster when he touched the bank on the fast bend above Woolaghan's Bridge, doing around 130 m.p.h., and went into a wild slide which ended when the Griffin hit a telegraph pole, snapping it off like a piece of firewood. The car overturned pinning Baird beneath. Fortunately the Belfast driver escaped without injury.

Lyall Collen (M.G.)—who had just been passed by Baird—was the first to

arrive after the accident, and he just managed to squeeze past the wrecked Griffin; Kelly took to the grass and got by safely. Griffin, however, appeared not to see the yellow flag, and the Ferrari crashed into the owner's other car and bounced off into a ditch. Baird, from underneath the Griffin, pleaded that everything possible should be done to get the Ferrari going again.

Titterington was now beginning to catch the eye, and swept past Leslie Spivack (A.K. 120) on the bend just before Wicklow town, giving spectators a thrill, and causing ATTOSMART reporters from both North and South of Ireland to take hasty avoiding action.

Jack Walton (Frazer-Nash) was passing car after car. Gillie Tyrer had apparently been mixed up in the Griffin-Ferrari spot of bother, and had left his rear panel and number plate near the scene of the crash. Alas, the Liverpool man began to have gearbox trouble, and carried on without the two lowest ratios. Joe Kelly retired after six laps with his fuel pump completely u/s. Ernest McMillan (Nufor) lost many places due to a puncture, changing the wheel with the aid of a jack and

LINE-UP: Front row occupants are Gillie Tyrer (BMW) and Jack Walton (Frazer-Nash). Behind are (l. to r.) Len Earl (M.G.), Lyall Collen, whose M.G. is giving a fair imitation of a geyser, and Frank Bigger (M.G.).



AUTOSPORT, JULY 18, 1952

VICTOR. Desmond Titterington (J2 Allard) passing under the railway bridge near the pits on his way to win the Leinster Trophy

Leinster Trophy—continued

brace borrowed from an ambulance at Ballynaham.

D. H. Kyle, in the great single-seater Ducenberg with Armstrong i.f.s. and eight Amal carburettors, retired with all oil vanished. Charles Maunsell's single-seater H.R.G. retired with clutch trouble when lying in eighth place.

Freddie Smyth (Ford Special) was going great guns, but A. W. Fleming in his Morris Ten-engined Ford disappeared after four laps. Frank Bigger (TD M.G.) was eliminated after five tours with no oil pressure, whilst Lyall Collen, whose "TD" had given a spectacular geyser-like display on the starting line, was suffering from continual overheating.

An early retirement was L. Higgins in his rather extraordinary looking and very lengthy machine, which was in reality an aged Lanchester landaulet converted to a racer. The car suffered from bearings trouble after three laps.

At seven laps, Desmond Titterington's brother Ian, (Singer) was leading on handicap, despite having gear ratios more suitable for mud-plugging than racing. At 10 laps, Noel Gleeson (TD M.G.) was in the lead, with Lyall Collen (TD M.G.) second, and Jack Stevenson (TC M.G.) third. Pierce Cahill (Iona Spl.) had moved up to sixth, whilst Titterington's Allard was gaining rapidly on everyone and was now in 10th spot.

Gleeson ran a main-bearing on lap 12, whilst Lyall Collen retired with his M.G. "steamer". Rupert Corry (Zack) found his car on fire, extinguished the flames, but packed up with broken fuel lines. This let Stevenson into the lead, and second place was taken by Brian McCaldin (TD M.G.), who shook all by hanging on to the tail of Spivack's Jaguar. A lap later Stevenson slowed with bearing troubles and dropped right back to give McCaldin the lead.

Titterington was now third, and Lawrence's fast little Cooper-M.G. had come up to sixth place. On lap 14, the J2 Allard took the lead. Walton put up a lap at 81.60 m.p.h., and Griffin (Ferrari) returned 82.71 m.p.h. Tyrer was still lapping steadily at around 78 m.p.h., whilst the astonishing Flynn was screaming round at over 75 m.p.h.

With two laps to go, Stevenson retired,

RESULTS

Handicap Race

1. Leinster Trophy, Desmond Titterington (J2 Allard), 78.36 m.p.h.
2. Holmsetrick Trophy, Joe Flynn (M.G.), 72.84 m.p.h.
3. Dunlop Trophy, Brian McCaldin (M.G.)
4. Englebert Trophy, Freddie Smyth (Ford Spl.)
5. Smithfield Trophy (1st Eire finisher), M. P. Cahill (Iona Spl.)

Scratch Class

1. D. Griffin (Ferrari); 2. M. Watson (J.P.); 3. Joe Flynn (M.G.)

Sports Class

1. Titterington (Allard); 2. J. Walton (Frazer-Nash); 3. Gillie Tyrer (BMW).
- Fastest Lap:** Baird (Griffin), 85.06 m.p.h. (new record).
- Fastest Sports-Car Lap:** Walton (Frazer-Nash), 81.60 m.p.h.
- Club Team Award:** Ulster A.C. (W. Leeper (M.G.), M. Watson (J.P.) and P. Smyth (Ford))

and Walton shot through to take second place, only to meet his suspension trouble mentioned earlier. Titterington went on unchallenged to win, but the incredible Flynn hurtled through a

closely packed group of cars comprising Spivack (Jaguar), McCaldin (M.G.), Cahill (Iona), Large (M.G.), Leeper (M.G.) and Watson (J.P.-Vincent) just before the railway bridge at Rathner, to take second place, with McCaldin third. Pierce Cahill, desperately trying to overtake the Jaguar, revolved on the bend before the finish and dropped from a certain third place to fifth. Altogether a magnificent event!

The winning Allard sprung a water leak just before the start, and—a variation on the mustard theme adopted by Mike Hawthorn at Dundrod—had its radiator doctored with a solution made up of raw eggs.

H. A. O'BRIEN

ST. JOHN HORSPALL SILVERSTONE

THE Aston Martin O.C. have received over 100 entries for their St John Horsfall race meeting at Silverstone on 26th July, including G. Abecassis (Aston Martin DB3), Nancy Mitchell, Peter Clark, Nigel Mann, Colin Chapman (new Lotus), and many A.M.O.C. stalwarts. F. E. Ellis will run the 1922 Zborowski twin-cam 1½-litre car, and Percy Atwood has entered the old "Razor Blade" single-seater.

Admission by invitation; apply to the A.M.O.C., Orchard Cottage, Stompond Lane, Walton-on-Thames, Surrey. The meeting starts at 11.30 a.m.

LONDON M.C. SURREY GYMKHANA

ON Sunday, 20th July, the London M.C. are holding a Gymkhana at the Football Ground, Smallfield Road, Horley, Surrey, commencing at 10.30 a.m. The programme comprises a series of interesting driving tests on smooth grass. Entries will be accepted at the start of this event.

EXIT. Bobbie Baird's Griffin, which crashed into a telegraph pole after he had broken the lap record



JERSEY INTERNATIONAL ROAD RACE

10th July, 1952



**CARBURETTERS
& PETROL PUMPS**

Outright winner and **1ST** in over 2,500 c.c.
class also record lap for Sports cars

(I. M. M. Stewart, Jaguar XK 120c)

1ST in Heat 1 (I. M. M. Stewart, Jaguar XK 120c)

1ST in Heat 2 (O. Moore, H.W.M.-Jaguar)

Final of up to 1,500 c.c. class

1st J. C. C. Mayers (Lester-M G)

2nd P. W. C. Griffith (Lester-M G)

3rd F. C. Davis Cooper M G,

4th G. Ruddock (Lester M G)

(Subject to Official Confirmation)

Preferred by most British Racing Drivers

NEWS FROM THE CLUBS

FELIXSTOWE RALLY

THE Eastern Counties M.C. are holding a Closed Invitation Rally on 22nd/23rd August this year, roughly following the lines of last year's similar event, but with road tests and driving tests en route.

The Club is proposing to prove that a Rally covering the Eastern Counties can be made strenuous enough to enable a winner to be found on the road *section* without the necessity of going far afield to find mountains and similar hazards. The Driving Tests will only be taken into consideration in the event of a tie, but there will be a special Award for the best performance in the Tests alone.

The start will be at Newmarket, late on Friday evening (22nd), and the route will be over about 400 miles via Snettleton circuit (high-speed touring test) and King's Lynn (one hour breakfast stop with the finish at Felixstowe, about mid-day on Saturday (23rd). A few driving tests will follow after lunch.

Entry fee is 50s. (which includes breakfast and dinner on Saturday for driver and navigator). Eighty-octane fuel will be available at Newmarket and King's Lynn, supplied by Messrs. Shell Mex & B.P. Ltd.

Invited clubs are B.A.R.C., Chiltern C.C., East Anglian M.C., M.G.C., Peterborough M.C., S.C.C. of Norfolk and the Thames Estuary A.C.

Regulations may be obtained from the Secretary of the Rally, H. F. Murland, 28A Church Street, Woodbridge, Suffolk (Entries close on 11th August).



ANNECY ECHO: Denis Flather parades his effective new Keystone Special in front of an admiring French crowd, during the recent successful Alpine Sporting Trial at Annecy.

NORTH CORNWALL TRIAL

AN evening Versatility Trial was held by the North Cornwall Motor Club on 1st July, and drew an interesting and varied entry, from trials specialists to an Austin A70. Competitors first underwent an Amenities test in which the highest marks were scored by Reg Proust (Austin A70) and the lowest by George Edwards in his rather stark Ford Special. There followed a short timed test, Edwards making the best time then a special test to decide any ties and finally the hill sections. The first O.S. Trelay, stopped all except 1 Sandercock's Morgan 4 4 and George Edwards. Tregulland 1 and Tregulland 2 followed and were tackled twice making five hills in all. Tregulland 1 was climbed by Edwards. Sandercock Wooldridge (Barton Special) and Ban

bury (Ford Special) but Tregulland 2 stopped all except the redoubtable George, who in spite of his all time low in the amenities test thus amassed sufficient marks to beat all comers.

RESULTS

Gillbard Cup (Best Performance): G. S. Edwards (Ford Special)

Ugnow Cup (Best Saloon): R. S. Proust (Austin A70)

1st Class Award: I Sandercock (Morgan 4/4)

2nd Class Awards: S. G. Wooldridge (Barton Special), J. B. Banbury (H.R.M.)

WELSH COUNTIES C.C.

THE Gymkhana held on 30th June received the support of 18 entries. The event took the form of six tests, varying from a blindfold-driver guided by his passenger, to the dropping of balls into buckets. Some very amusing performances were seen, one passenger being perched precariously on the roof of a saloon, while the driver (a Kieft owner) tore round in circles in one of the tests, and several "Daddies" got rather excited as their offsprings screamed reversing instructions from the back seats!

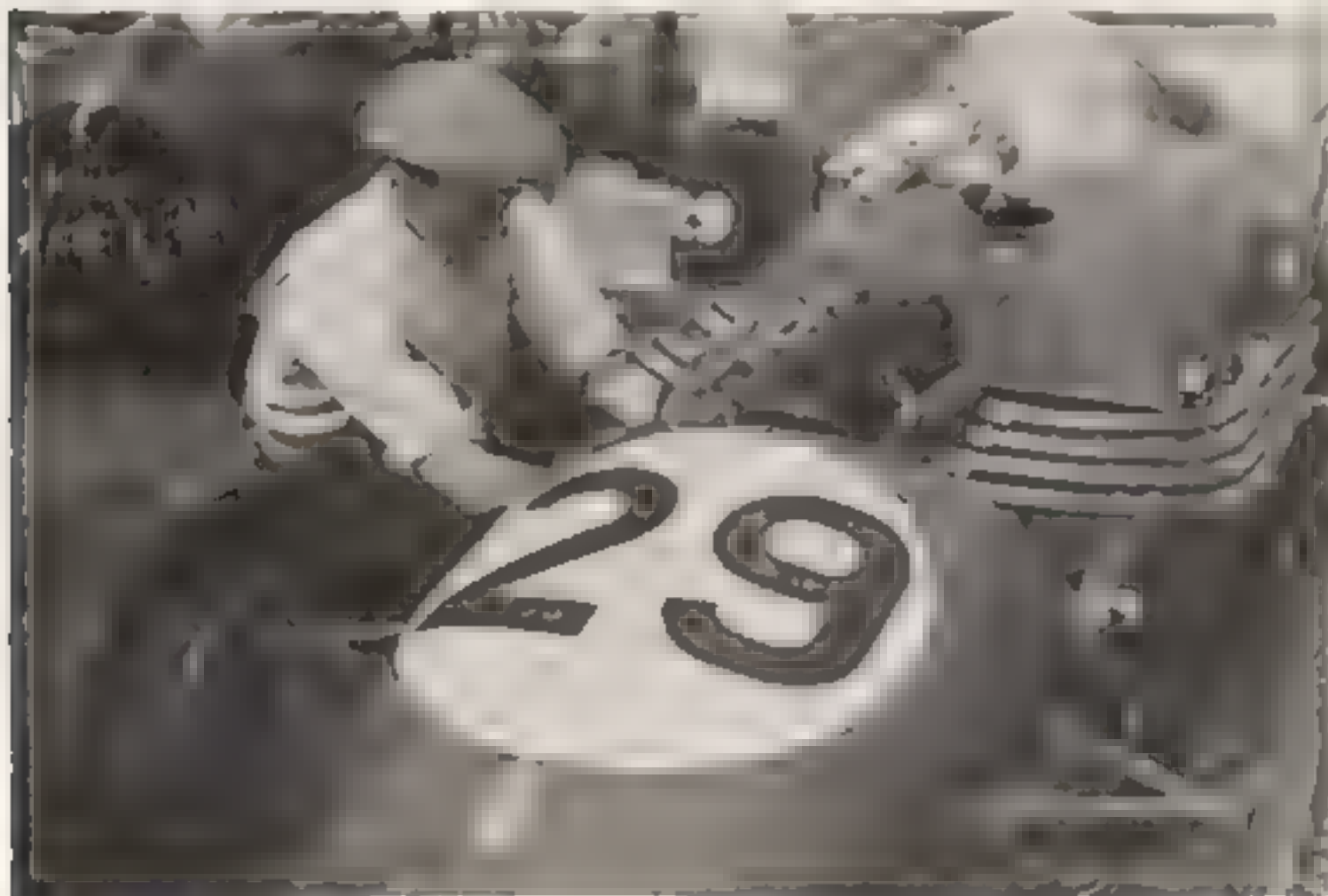
Altogether a very enjoyable evening's entertainment; the club was pleased to welcome members of the Barry Car Club as guests on this occasion.

RESULTS

1. Doug. Lane (Riley), Welsh Counties, 2. C. J. Paul (Triumph), Barry C.C. and —, Holmes, Barry C.C.; 4. D. Boshier-Jones, W.C.C.C.; 5. R. Farmer, Barry C.C.

BERKHAMSTED CLUB NIGHT RALLY

A NIGHT Navigation Rally will be held on Saturday, 26th July, by the Berkhamsted M.C. and C.C., starting at 7 p.m. from the King's Arms Hotel, Berkhamsted, and finishing at the Chequers Inn, Whipsnade. Total distance to be covered will be approximately 100 miles, the event lasting 4½ hours.



"500" FOUR Spotted at a recent Silverstone club meeting—H. H. G. Monk's M.B.M.G., with P-type M.G. engine reduced by short-throw crankshaft to 496 c.c. and using four Amal carburettors inclined at 45 degrees.

CORRESPONDENCE

Bouquet from Ceylon

I HAVE just received the copy of AUTOSPORT in which a write-up of our Easter Hill-Climb appears. This account was greatly appreciated by the members of the Ceylon Motor Sports Club and on their behalf I wish to express my thanks for the publicity given to us.

For your information AUTOSPORT is fairly popular here in Ceylon, the majority of our members being regular readers.

E. MASON

COLOMBO, CEYLON

B.B.C. Time for British G.P.—and for the Test Match?

As a Scottish enthusiast whose opportunities of watching motor races are few and far between, I am a constant listener to the B.B.C. broadcast commentaries on the major events. This year I have been saying many pleasant things about these as the programme time allotted by the B.B.C. has been, on the whole, generous, and the commentaries themselves continue to improve.

This morning, however, I received a rude awakening when on examination of the *Radio Times* for next week, I found that the time allocated to the British Grand Prix at Silverstone was just FORTY MINUTES! When one considers that the Jersey Road Race had one hour and 10 minutes, the *Daily Express* International Trophy Meeting over an hour and a quarter, the Ulster Trophy 50 minutes and the Whitsun Goodwood over half an hour, it is most annoying that our most important race-meeting should receive a mere 40 minutes of programme time despite or more probably because of the fact that on the same day the Third Test Match is broadcast for three hours 15 minutes. Play in the Test Match lasts for six hours so that over 50 per cent. of it is covered. Racing at Silverstone will last for over four-and-a-half hours yet it is broadcast for only 40 minutes, or less than 15 per cent. In addition the Test Match receives over two-and-a-half hours on the other four days.

I consider that this is a most unfair allocation of programme space by the B.B.C. and I intend to write a strong letter of protest to them. I hope that other readers of AUTOSPORT who doubtless feel similarly incensed will do likewise.

WM. M. BLACKSTOCK

NEWTON MEARNS
NEAR GLASGOW

Trials Specials

I HAVE followed with much interest the correspondence on the subject of Trials Specials. Whilst I hold quite definite views myself, I have not so far offered any comment, as I feel it is up to the regular present-day competitors to sort things out amongst themselves.

However, there is one aspect which keeps cropping up with which I feel competent to deal, viz. the question of expense as typified by Mr. F. H. Crosby's letter. Now, in order to build a Special, one requires a workshop and considerable equipment, plus the necessary knowledge. Don't let's pretend that the Special driver is so fond of his creation that he uses it for his annual holiday tour, his trips to the pub and the pictures, and so on; he keeps another car for such outings. Thus, to build and run his Special, he must add, to normal motoring costs, an additional garage or shed, considerable equipment, taxation, insurance, and depreciation of the additional vehicle, and all the bits and pieces thereof.

Mr. Crosby evidently possesses all the above items of workshop equipment, and I wonder if he appreciates that a very large number of sports-car owners go through life with little more than the tool-kit supplied with the car.

Finally, it would be interesting to know what percentage of present-day Specials have been built by enthusiasts of Mr. Crosby's type, in home workshops; and, of this number, how many have figured amongst the winners of awards.

PHILIP H. SMITH, A.M.I. Mech.E.

MANCHESTER

First

AT ROUEN

Formula 3 Race

COOPER-NORTON—

J. Cooper

GRAND PRIX OF FRANCE

Formula 2 Race

FERRARI—A. Ascari

* Shell also Lubricated and
Fuelled the 2nd, 3rd and
4th cars in each race

(Subject to Official Confirmation)



using



MOTOR OIL

FUEL BY SHELL

COMING ATTRACTIONS

July 19th. R.A.C. British Grand Prix meeting (F2, F3, F.L.), Silverstone, Northants. Start, 10.30 a.m.

July 19th/22nd. East Anglian M.C. Champagne Rally

July 20th. Half-Litre Club Race meeting (F3), Brands Hatch. Start, 2 p.m.

Yorkshire S.C.C. Test Trial
Blackpool and Fylde M.C. Trial.
Lancs and Westmorland

Walsall and District C.C. Trial
Hridgnorth.

A.C.O.C. Concours d'Elegance and
Gymkhana

Aberdeen & D.M.C. Driving Tests,
N. London Enthusiasts C.C. Driving
Tests, Whelpley Hill, Chesham,
Hucks. Start, 12 noon

S. Scottish C.C. Rally Cumberland
Tipperrary M.C. Gymkhana.

Riley M.C. (Midland) Gymkhana,
Ratcliffe College, Notts

London M.C. Gymkhana, Football
Ground, Smallfield Road, Horley,
Surrey. Start, 10.30 a.m.

Morgan 4/4 Club Driving Tests,
Honeybourne, Wores. Start, 2.30
p.m.

July 23rd. Tunbridge Wells M.C.
Rally.

July 24th. Jersey M.C. and L.C.C.
International Hill-Climb, Bouley
Bay.

July 24th/27th. Evian-Mont Blanc
Rally (C), France.

CEMIAN GYMKHANA

The Cemiian M.C.'s seventh annual Gymkhana was held on 6th July at the College of Estate Management Sports Ground at Hinchley Wood, Surrey. The weather made up for last year's cancellation although the Saloon Class ran through the last event in a heavy shower.

There was a good entry of 40 cars evenly divided between open and closed classes, and the seven events varied from Blindfold Wiggle-Woggle, and other amusing tests, to Width Judging, Parking and Reversing.

Competitors were run in either pairs or lanes of three according to the tests and a good competitive spirit prevailed throughout the afternoon. An exceptional performance was put up by John Frost who won the Closed Class in a Morris Minor with a loss of only 36 marks, the next best in that class losing 251, and his brother winning the Open Class with a loss of 96. Tony Rumbutt in a more unusual role, put up the fastest time of either class in two tests with his Ford V8, although failing to win an award.

RESULTS

Open Class: 1st Cemiian, B. D. Frost (M.G.), 96 marks lost; 2nd Cemiian, V. F. Gordon (M.G.), 261; 1st Visitor, B. W. Honour (Singer) (Chiltern C.C.), 160; 2nd Visitor, M. H. Gunn (Morgan) (Chiltern C.C.), 197

Closed Class: 1st Cemiian, R. J. Massara (A40), 251 marks lost; 2nd Cemiian, R. A. H. Arnold (Javelin), 257; 1st Visitor, J. D. Frost (Morris Minor) (B.A.R.C.), 36; 2nd Visitor, L. W. Range (Riley) (Harrow C.C.), 261

Team Awards: J. D. Frost, E. G. Loftis, K. D. Rubens.

Vintage Variety at Silverstone—contd.

VINTAGE S.C.C. RESULTS

5-lap Handicaps

Event 1 Vintage Car (1.496 E.R.A. 5),
4. Northants. Start, 10.30 a.m.

1. A. F. E. (1.496 E.R.A. 5), 1 min. 15 sec. (77.18 m.p.h.); 2. Mrs. M. Parnell (1.496 E.R.A. 5), 1 min. 20 sec. (74.7 m.p.h.); 3. Col. W. F. Radley (747 M.G. 5), 1 min. 40 sec. (68.8 m.p.h.); 4. R. C. Symondson (3.257 Bugatti) 40 sec. Fastest lap: Whitehead 1 min. 15 sec. (77.18 m.p.h.).

Event 2 (1.496 E.R.A. 5), 1 min. 15 sec. (77.18 m.p.h.); 2. Mrs. Parnell (1.496 E.R.A. 5), 1 min. 35 sec. (74.7 m.p.h.); 3. Col. W. F. Radley (747 M.G. 5), 1 min. 40 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 3 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 4 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 5 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 6 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 7 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 8 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 9 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 10 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 11 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 12 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

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Event 14 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 15 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 16 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

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Event 25 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

Event 26 (Vintage Car) 1. J. G. Vesey (2.540 Lancia), 1 min. 15 sec. (77.18 m.p.h.); 2. G. H. R. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 3. J. A. W. (2.964 Sunbeam), 2 min. 10 sec. (68.8 m.p.h.); 4. H. Gilling (1.496 E.R.A. 5), 1 min. 35 sec. Fastest lap: R. C. Symondson (3.257 Bugatti) and 1 min. 15 sec. (77.18 m.p.h.).

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Event 48 (Vintage Car) 1.

A RECORD RAMSGATE

Another B.T.D. For Lloyd-Jones and the "Flying Saucer"

HEAVY seas breaking over the promenade and a brisk breeze blowing down the course are hardly ideal conditions for breaking records. However, not only did five class records fall at the Ramsgate Speed Trials last Sunday, but more people than ever seen at the event before came along to watch. The return road along the cliff top enabled the joint organizers, the Herts County Automobile and Aero Club and the North London Enthusiasts Car Club, to run the event well ahead of schedule. To make the day complete the sun shone and the favourite, Ted Lloyd-Jones in his fabulous Triangle Flying Saucer, made best time of the day.

The morning runs began at 11.30 with the saloon cars, and in the over 1½-litre class Rob Walker's well-known blue DB2 Aston Martin came into first place in spite of energetic and tyre-squealing efforts by Bradnack's Mark VII Jaguar.

The 1,100 c.c. sports class remained the property of Rolfe's rebodied Fiat, who by dint of a very rapid getaway and smart gear changes returned a time of 19.75 secs. Moore's well-known PA M.G. took second place and was well driven.

The 1½-litre class was taken by Gammon's very much modified M.G. in spite of the efforts of F. C. Hill, whose J4 M.G. absolutely screamed its way up the course. Strong men were seen to wince at the roars being used. Ryder's Cooper-M.G. tied with Hill for second place. S. G. Greene's win in the 1,501-2,500 c.c. was a very popular one after his being banned by the R.A.C. at Tewin Water on the grounds of his physical disability. His run at Ramsgate made some of his rivals seem the disabled ones! Gillbanks tried very hard with his white BMW but had to be content with second place.

Then in the unlimited sports-car class came the sensational run of Coleman in the famous Jaguette, who clocked 15.75 secs. and broke the class record held by Gordon Parker in the same car. The interesting rear-engined Andrews Special (Jack Andrews at the wheel) came second and displayed tremendous acceleration on take-off. In this class the ladies fought for their own special Challenge Trophy, which was eventually won by Mrs. Sargison driving her husband's well-known grey XK 120.

band's well-known grey XK 120.

The 500 c.c. racing class developed into a Wicken versus Parker duel, with victory going to Parker, who almost disappeared into his Kieft in his efforts to reduce wind resistance.

The 501-1,100 c.c. class saw a fine duel between the Cooper vee-twins of Sowrey and Johnson and the Kieft of Goldschmitt. After being beaten in the first runs, Johnson made a full-blooded second run neck and neck with Sowrey and finally beat him by .05 seconds to record the excellent time of 14.86 secs.

The 1½-litre racing class had only two entries, Len Heyward's ex-Bretell Austin and Bradnack's course record-holding blown Cooper. Bradnack burst his gearbox on the first runs, but replaced it in time to return 15.64 secs. in the afternoon. Heyward tried very hard in his light and very powerful Austin, but could not approach the other car. The immortal Delage of Rob Walker won the 2½-litre class while the unlimited racing-car class which followed was terrific. Hukin's Bugatti and Goodhew's ex-Ferrari Alfa Romeo went up the course absolutely neck and neck to a narrow win by the former. On the second runs, however, Goodhew, after an initial wheelspin "snake," recorded 14.95 secs.

Then the two Alfas of Jack Norris and Peter Mould had another photo-finish after a run in which first one and then the other was in the lead as gear changes were made.

Finally, Ted Lloyd-Jones pretty well cleared the starting area of people by the thunder of his Kestrel's passage, and after an uncertain start thundered his way up the course, correcting tail-slides all the way, to record B.T.D. in 14.51 secs. He was to be cheated of a second and possibly faster run by axle trouble soon after crossing the line.

Second runs in general were slower owing to the breaking waves causing pools to form on the course and a tendency for salt spray to blow on to goggles and windscreens.

Since the meeting finished ahead of schedule, those who wished so to do were allowed to have further runs which, however, did not count in the awards list.

C. P. TOOLEY

RESULTS

Best Time of the Day: Ted Lloyd-Jones (21.000 Triangle Flying Saucer), 14.51 secs. (course record).
Best Sports-Car: W. Coleman (2,664 Jaguette), 15.75.
Best Saloon-Car: Rob Walker (2,480 DB2 Aston Martin), 19.20.
Best 500 c.c. Car: Don Parker (49" Kieft), 14.95.
Best Time by a Lady Driver: Mrs. R. Sargison (3.442 Jaguar), 18.77.
Best Time by N.L.E.C.C. Member: A. F. Rivers Fletcher (1.990 Barchin), 19.00.
Best Time by Herts C.C. Member: M. B. Hukin (2.261 Bugatti S), 15.70.
Best 100 per cent. Foreign Car: J. Goodhew (3.000 Alfa Romeo S), 14.95.
Best Kentish Competitor: F. B. Sowrey (996 Cooper J.A.P.), 14.91.

CLASS AWARDS

Saloon-Cars (up to 1,500 c.c.): 1, W. H. Bruster (1.200 Austin), 27.83; (Over 1,500 c.c.), Rob Walker (DB2 Aston Martin), 19.20.
Sports-Cars (up to 1,100 c.c.): K. Rolfe (1.090 Fiat), 19.75; 2, D. Moore (947 M.G.), 20.90; (Over 1,100 c.c.): 1, P. D. Gammon (1.497 M.G.), 18.81; 2, D. F. Ryder (1.467 Cooper-M.G.), 19.29; (Over 2,500 c.c.): 1, Sid Greene (1.971 Frazer Nash), 17.34; 2, L. Goldbanks (1.971 BSW), 17.98; (Over 2,500 c.c.): 1, W. Coleman (2.664 Jaguette S), 15.75; 2, Jack Andrews (4.250 Andrews Spl.), 17.81.
Racing-Cars (500 c.c.): 1, Don Parker (Kieft J.A.P.), 14.95; 2, George Wicken (Cooper J.A.P.), 17.21; (Over 500 c.c.): 1, N. B. Johnson (1.100 Cooper J.A.P.), 14.86; (Over 1,500 c.c.): 1, B. E. Bradnack (1.998 Cooper J.A.P. S), 15.64; 1.50, 2, J. C. F. I. Rob Walker (2.496 Delage S), 16.61; (Over 2,500 c.c.): 1, Ted Lloyd-Jones (21.000 Triangle Flying Saucer), 14.51.

* Class Record.

FOOT-AND-MOUTH CANCELS V.S.C.C. RALLY

OWING to the foot-and-mouth disease restrictions, the Vintage S.C.C. has cancelled its Madresfield Rally and Driving Tests which were to have taken place on Sunday, 20th July.

It is hoped that a new date, probably in September, can be arranged for this event.

LIVERPOOL M.C. DRIVING TESTS

OWING to the great success of the Driving Tests held by the L.M.C. on 29th June, and due to the numerous requests received for a repeat performance, the Club has decided to run a further series on a larger scale employing longer and more difficult tests for cash prizes. These will be held at Speke Airport on 3rd August.

Entry forms may be obtained from Barry Davies, 19 Aighurth Drive, Liverpool, 17.

(More News from the Clubs on page 93)

• **£100 Formule Libre Cup Race**
25 LAPS

• **£50 Formula 3 Cup Race**
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CHAMPIONSHIP
20 LAPS

• **Sports Car Races**

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BY JOHN BOLSTER

FLAG SIGNALS AGAIN

I RETURN to a subject that we have discussed before, because it is extremely topical. The Monaco débacle is just one more example of drivers, rounding a corner under perfect control, being suddenly confronted by a crashed car obstructing the fairway. Now these multiple pile-ups are occurring far too frequently and inevitably they are going to end in major tragedy. The fact of the matter is that, at to-day's cornering speeds, the flag marshals just aren't getting their vital warnings across in time, and something has got to be done about it.

In a previous article I explained that if an incident, particularly one involving oil dropping, occurs on a corner, the chap on the spot cannot usually signal until the approaching cars are at least in the braking area. That is much too late, and my comment was that the flag man must sprint towards them, for his message of danger must be displayed well clear of the bend.

Another writer has subsequently suggested that a second flag marshal could be placed well before each main corner. He could then relay the signals of his superior, and the whole problem would be solved. That is certainly a very good idea, and it is a potential life-saver if conscientiously carried out.

The main snag is that race organizers find it extremely difficult to collect sufficient trained marshals as it is, and the threat of doubling that number would fill them with dismay. An unsuitable man is far worse than none at all, for great racing experience, allied with split-second judgment of a situation, is vital for this highly skilled task. A moment of panic, causing a flag to fly without good reason, may spoil a hard-fought race. Drivers who repeatedly encounter such irresponsible signals soon ignore them altogether, and it is then that the stage may be set for a real disaster.

I think that there is a better solution. It would be very easy to evolve a standardized semaphore device, that could be produced cheaply. The specification could be approved by the governing body, so that the same colour and shape would be met on every course. This instrument would be mounted well before the braking point for a corner, and it would be controlled by a button in the hand of the flag marshal. Thus, a warning could be flashed in plenty of time, in confirmation of the flag near the point of trouble. Best of all, only one man would be needed in each area, and that would certainly be a relief for the organizers. Anyway, I commend this idea for discussion by the powers that be, bearing in mind that the safety of the marshals themselves, as well as of the drivers, may be improved thereby.

I recently had the pleasure of discussing this, and kindred problems, with Sir Algernon Guinness. "Sir Algy" knows more about racing, and has infinitely



greater experience, than any of us, so this was indeed a privilege. He brought out the interesting point that, at the last big Silverstone meeting, it was announced over the B.B.C. that a certain car was spilling oil on the course, when none of the marshals had even reported it! It just shows that Robin Richards, with his hands full of microphone and his mouth full of words, was a lot more observant than the chaps on the job.

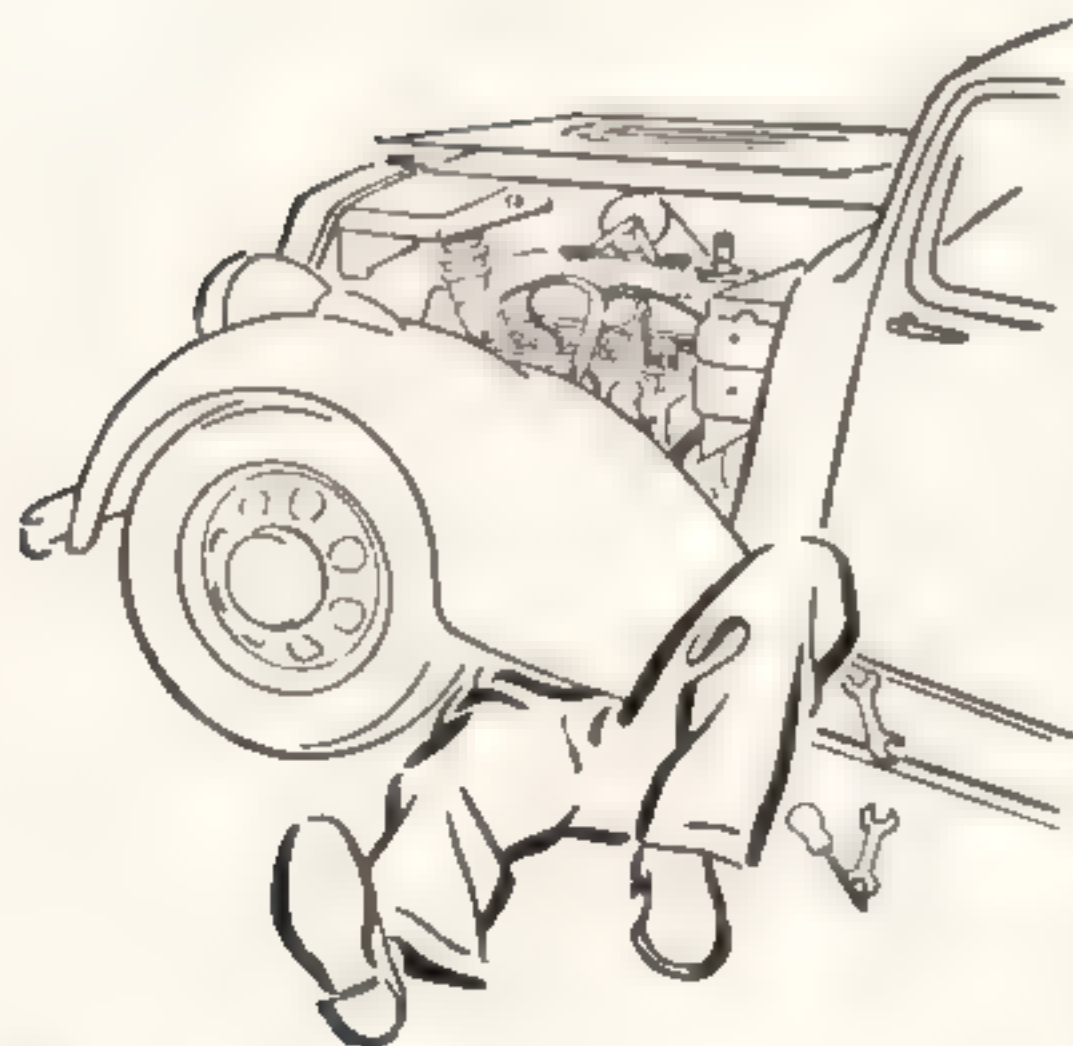
This was no isolated instance, for a few weeks later, at Dundrod, I was myself involved in a similar incident. A car had called in with lubrication difficulties, and that alone should have warned the pit marshals that trouble might occur. When the machine restarted, it was driven fairly slowly for the full length of the pits, and oil was literally cascading out underneath. Nobody took the slightest notice, and the flag marshal happily signalled the driver to rejoin the race. I tore off my headphones, threw away my mike, and ran wildly after the motorist, shouting like a madman. Unfortunately, I was a moment too late, and the innocent offender went off to spread his cargo of death around the course. One does not wish to be unkind, but it is undeniable that, in this case, drivers' lives were jeopardized by sheer carelessness and inefficiency.

The oil menace is such a serious one that it should be the subject of constant examination and discussion. I think that there is a lack of knowledge about the location of dry sump tanks, breathers, and oil lines, on the various types of car. A man who knows where these danger points are situated will be far quicker to go into action if trouble develops. A car that is obviously discoloured with loose oil should certainly be called into the pits for examination, and only be allowed to continue after the trouble has been cured. In almost every race, at least one car anoints the road with an unwanted dose of oil. It should be second nature, therefore, to watch every approaching machine for the tell-tale signs.

Nobody would pretend that the flag marshal's job is an easy one, and there are difficulties that one would not at first expect. How, for instance, is one to distinguish oil from mustard, which is used as a coolant in a certain famous car, so they say? But that is another story.

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AUG 2
Starts 10.30 a.m.

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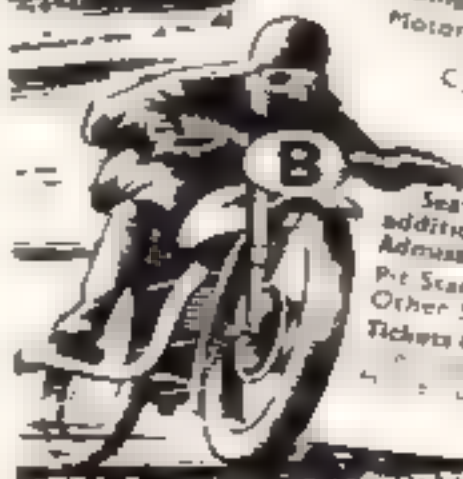
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General Admission	Adult	4 -	Combined Parking for Motor Car and Admission for all Occupants	25 -
	Child (under 14)	2 -	On the Day	20 -
Parking Only	Motor-Cycle	2 6	Booked in Advance	20 -
	Car	10 -		
	Cycle	1 -		

Seat in Stand in addition to General Admission Charge
Pit Stand 10
Other Stands 7 6

Tickets from 4.00 to 10.00

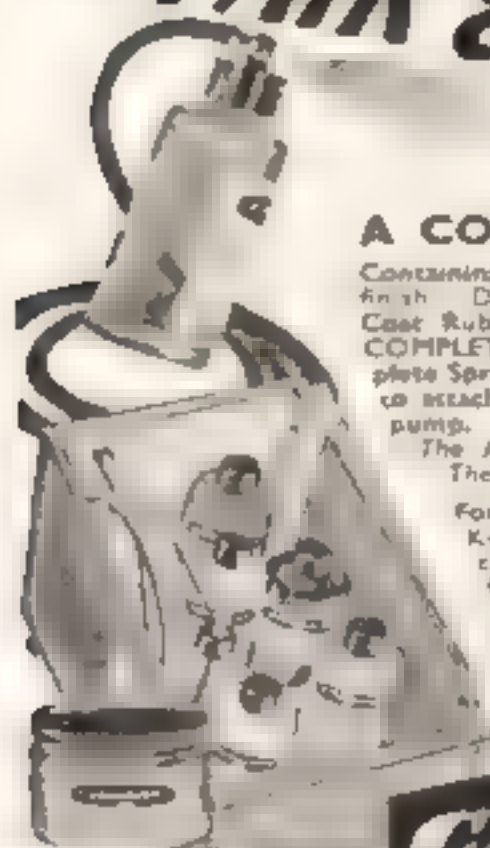
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Readers are advised to look out their copies of Vol. 4 now and to ensure they have a full set. A limited number of copies of back issues are available at 1/6d each, plus postage, for those who may have mislaid any of their own.

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**Autosport, Bound Volumes Dept.,
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News from the Clubs—continued

IRISH M.G. DRIVING TESTS

THE M.G.C.C. (Irish Centre) held their annual Driving Tests and Gymkhana in the beautiful Powerscourt Demesne, the meeting being graced with an excellent entry of 55 cars. Kevin Murray from Sligo put up the best performance with his M.M. Mark II Special. A notable performer was Miles Digby who drove an oh.v. Fiat 500 with great gusto, winning his class from D. Archibald's TA M.G. despite the fact that he had one arm, broken, in plaster and a sling.

Colin Hogan gave a fiery display in a "Mink" saxon fighting for the club with Jack Stevenson, also in a "Mink". Each test was duplicated, cars therefore starting in pairs, and making things very interesting. The "Specials" men, Jimmy Millard and Cecil Vard, fought tooth-and-nail for best time in each test. The Ladies' Prize was won by Mrs. Stewart in a TC M.G.

H. A. O.B.

RESULTS

Premier Award: K. P. Murray (M.M. Special).

Ladies' Prize: Mrs. Stewart (TC M.G.).

Saloons (Non-expert): A. Gibson (A40 Austin).

Saloons (Expert): C. Hogan (Hillman Mink).

Open Cars (Non-expert): M. Digby (Fiat 500).

Open Cars (Expert): Mrs. E. Flynn (TD M.G.).

Specials: J. C. Millard (Millpool-Morford).

GREAT AUCTION CANCELLED

THE Hants and Berks M.C. have very regretfully had to cancel their Great Auction Speed Trials scheduled for Saturday, 9th August, owing to the risk of foot-and-mouth disease, which is rife in the area, being carried by the public to the landowner's cattle.

The club is arranging a closed Point-to-Point for Sunday, 10th August, which members who have kept the week end free may like to support. Details from Douglas Johns, 48 Reading Road, Woodley, Nr. Reading, Berks. Tel. Sonning 2106.

CITROEN C.C. A.G.M.

According to the Chairman's report at the annual general meeting, the affairs of the Citroën Car Club have been maintained at a satisfactory level during the past 12 months. There has been a substantial increase in membership and the past year has been one of considerable progress both from the number of competitive events that have taken place and with regard to social activities.

All the officials were re-elected and several new members will now act on the Standing Committee. The Competitions Secretary reported that arrangements for major forthcoming events are well advanced and that details will be announced shortly in the monthly bulletin, known as *The Dip-Suck*, and in "News from the Clubs".

The Albert Hotel, Kingston Hill, Kingston-on-Thames, is now the Club official headquarters, where present and new members will meet for the monthly "Get-together" socials.

B.O.C. 500 c.c. HILL-CLIMB

THERE will be classes for non-series-built cars in the Bugatti O.C. International 500 c.c. Hill-climb at Prescott on 27th July, in addition to Junior, Individual, Inter-Zone and International matches. No entry fees are charged for this important event, details and copy of which can now be obtained from T. B. N. Leadbetter, 117 The Avenue, Harfield, Stoke-on-Trent. The event carries marks for the AUTOSPORT £200 500 c.c. Drivers' Championship.

A.M.O.C. NATIONAL 12-HOUR RACE "OFF"

THE Aston Martin O.C. announce with regret that they are unable to run the projected 12-hour Sports-Car Race, standing in the National Calendar for Saturday, 23rd August, this year.

Setbacks have arisen over arrangements for certain necessary constructional work on the Snetterton circuit. Whereas the promoters of the circuit have made vast improvements to the surface and have carried out a great deal of constructional work, including the erection of safety barriers and the provision of many amenities and services, it falls to the lot of the A.M.O.C. to provide certain structures which are particularly required for a long distance event.

It is felt that, rather than to attempt to stage an event of this importance without adequate equipment, it is better not to stage one at all.

The club takes this opportunity of thanking sportsmen who asked to be allowed to enter, all those enthusiasts who offered their services, and the many officials of trade organizations who came forward with generous support.

SOUTHERN JOWETT CAR CLUB

THREE field events were held at the Rally at Tewin, Herts, on 29th June, at which 17 members attended.

RESULTS

Event 1: 1. M. Foy (7 h.p.), 56 secs., 2. R. Palmer (Frazer-Nash), 57.8 secs., 3. P. Kohl (7 h.p.), 60.2 secs.

Event 2: 1. E. Sealey-Bell (Javelin), 21.8 secs.; 2. F. Freeman (Javelin), 22.0 secs.; 3. R. Knight (Javelin), 24.4 secs.

Event 3: 1. D. E. White (10 h.p.), 56.8 secs.; 2. R. Knight (Javelin), 62.4 secs., 3. P. Kohl (7 h.p.), 67.8 secs.

The Club invites enquiries from Jowett owners concerning membership, particulars of which may be obtained from the Hon. Secretary, R. Knight, 390 Hoe Street, E 17.

NOTTINGHAM S.C.C. CONCOURS

AN excellent afternoon was had by Nottingham Sports Car Club members and friends at a *Concours d'Elegance* held at the Victoria Embankment, Nottingham, on Sunday, 13th July.

Great enthusiasm was shown by all taking part and the winners were Messrs. Austin (1928 Lagonda), Attenborough (1931 Riley), Morgan (1933 M.G.) and Shepperson (1948 H.R.G.), and Mrs. Attenborough (1950 A.C.).

SWANSEA RACE MEETING

ON Saturday week, 26th July, the race meeting at Fairwood Aerodrome, near Swansea, South Wales, takes place, commencing at 12.30 p.m. Jointly organized by the Welsh M.R.C., the Swansea M.C. and the Half-Litre Club, there will be races for motor-cycles, sports-cars and Formula 3 cars, the latter competing in the 500 c.c. Car Championship of Wales. This event will be run in two heats of 15 laps, and a 30-lap final. Circuit distance is 1.7 miles.

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1949 M.G. TC, cream with red leather, full length tonneau, new hood, whole car in immaculate condition. 159 Praed Street, London, W 2. Tel.: PADdington 7671-2.

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